

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0101151 CO ATLANTIC OWNER STATE AGENCY MILEPOINT 51.77

NAME & FEATURE ATLANTIC CITY LINE (NJT) OVER US 9 FACILITY ATLANTIC CITY LINE (NJT)

INTERSECTED

TOWNSHIP ABSECON CITY

TYPE THRU GIRDER DESIGN MATERIAL Steel

SPANS 1 LENGTH 76 ft WIDTH 24 ft

CONSTRUCTION DT 1939 ALTERATION DT SOURCE PLAQUE

DESIGNER/PATENT UNKNOWN BUILDER PUBLIC WORKS ADM.

SETTING /
CONTEXT

The bridge carries a single track of NJT's Atlantic City Line, former Pennsylvania Reading Seashore Line, over two-lanes of US 9. The right-of-way was originally developed by the Camden and Atlantic Railway in the 1850s, but above grade crossings were not systematically added until the first decades of the 20th century. The bridge is near the intersection of US 9 and US 30; the surroundings are heavily developed with commercial properties.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The skewed, single-span ballasted-deck steel thru girder bridge with floor beams has scored concrete abutments and concrete end posts at the ends of the girders. The bridge was built in 1939 as a New Deal era grade elimination project by the Federal Works Agency, Public Works Administration. The bridge is a representative example of a common railroad overpass bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 411:10-11 (05/92) REVISED BY (DATE): QUAD: Pleasantville

NEW JERSEY HISTORIC BRIDGE DATA



STRUCTURE # 0102151 CO ATLANTIC OWNER NJDOT MILEPOINT 51.25

NAME & FEATURE US 9 OVER NACOTE CREEK FACILITY US 9

INTERSECTED

TOWNSHIP PORT REPUBLIC CITY

TYPE SINGLE LEAF BASCULE DESIGN STRAUSS UNDERNEATH MATERIAL Steel

SPANS 17 **LENGTH** 254 ft **WIDTH** 30 ft

CONSTRUCTION DT 1922 ALTERATION DT 1955 SOURCE PLANS

DESIGNER/PATENT STRAUSS BASCULE BRIDGE COMPANY BUILDER

SETTING /

The bridge carries two-lanes of traffic over Nacote Creek south of its confluence with the Mullica River. The bridge is located in a broad wetlands and coastal meadow. A number of 20th-century residences are nearby, some of them built against the creek with timber pile pier

foundations. The bridge has a wood frame tenders house, and next to the southern approach a wood frame outhouse.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Finding 02/01/80

SUMMARY

The bridge consists of a single-leaf Strauss bascule main span and 16 timber stringer approach spans. The superstructure of the main span is a deck girder with articulated counterweight. The bridge has had repairs to its substructure, the counterweight has been gunited, and the operating mechanism rebuilt (1955). The bridge is 1 of 4 1920s Strauss bascule bridges in the county, it is probably the least technologically distinguished because of its standard design and short 40' span.

INFOR MATION

Bibliography:

Atlantic County. County Engineer's Office. Bridge Cards. 1922. New Jersey Department of Transportation. Bridge Plans and Files.

Physical Description: The main span of the US 9 over Nacote Creek bridge is an operable single-leaf Strauss bascule with underneath counterweight. The superstructure consists of two deck girders with floor beams and stringers. The girders measure 40' from trunnion to toe, and taper from approximately 5' depth at the main trunnion to 2'8-1/2" depth at the toe. The counterweight is concrete in a metal frame connected to the end of the bridge girders by counterweight trunnions. The counterweight has been sprayed with gunite. The main trunnion is supported by steel posts of channels with lacing. The main trunnion posts are supported on a concrete pier while the toe rests on timber pile bents. The main span has pipe railings and steel grid deck. The main span was originally operated manually with a capstan, but in 1955 an electric motor was added. The electric motor was installed below the superstructure on a steel platform, and the gearing and shafting rehabilitated to accommodate the new power source. The operating mechanism is engaged from a single-bay, wood frame operator's house on the bridge's southeast elevation, also added in 1955.In 1961 the steel grid deck was installed replacing a wood deck.

The bridge has timber stringer approach spans, 7 to the north of the main span and 8 to the south. The timber stringer spans rest on timber pile piers with cross bracing. The approaches have a wood railing with outriggers for support. Although reconstruction records have not been located, it is most likely the approach span members have been replaced more than once since the bridge's original construction. On the upstream side of the southern approach is a wood-frame tenders house used by the bridge tenders for a place to rest and store their belongings. The tenders house is not shown in the plans and may have been added at a later date. An unusual feature of the bridge is a wood-frame outhouse next to the southwestern abutment. The bridge has an older set of manually-operated lattice rail gates, probably original to the bridge, but new automatic gates have been added.

Historical and Technological Significance: In 1922 the Nacote Creek bridge was built by the county with state funding as part of the improvement of the newly-created NJ Route 4, later redesignated US 9. The single-leaf Strauss bascule bridge was designed by the Strauss Bascule Bridge Company of Chicago, Illinois, the nation's foremost engineer of movable bascule bridges. It is one of four documented surviving movable 1920s Strauss bascule highway bridges in Atlantic County. Due to alterations to the operating mechanism, and the application of a standard Strauss design for a relatively short-span movable crossing, the US 9 over Nacote Creek bridge is not the most historically or technologically distinguished of the county's movable spans. It does not have National Register significance.

PHOTO: 411:14-19 (05/92) REVISED BY (DATE): QUAD: New Gretna





0103152 CO ATLANTIC OWNER NJDOT STRUCTURE # **MILEPOINT** 56.75

NAME & FEATURE FACILITY US 30 US 30 OVER BEACH THOROFARE

INTERSECTED

ATLANTIC CITY **TOWNSHIP**

TYPE SINGLE LEAF BASCULE **DESIGN TRUNNION MATERIAL** Steel

#SPANS 7 LENGTH 473 ft WIDTH 74 ft

CONSTRUCTION DT 1942-46 **ALTERATION DT** 1989 SOURCE NJDOT

DESIGNER/PATENT HOWARD, NEEDLES, TAMMEN, BERGENOF **BUILDER** OLE HANSEN CONSTRUCTION

SETTING / CONTEXT The bridge carries 6-lanes of US 30 over Beach Thorofare in the tidal meadows west of downtown Atlantic City. The surrounding area is undistinguished with billboards, parking lots, and a scattering of commercial establishments along the highway. The bridge was designed

just before the outbreak of WWII, but its completion was interrupted by the war.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible. CONSULT DOCUMENTS SHPO Letter 6/30/95

The single-leaf bascule bridge has 6 encased stringer approach spans. The 80'-long bascule has a deck girder superstructure, SUMMARY

underneath counterweight, and operators house. The bridge is the newest of at least 5 surviving pre-1946 bascule spans in the county, it has no distinctive details or features. Much of the machinery was replaced and the superstructure rehabilitated in 1989. The operators

house was also enlarged. The altered bridge is not technologically noteworthy.

INFOR MATION

> REVISED BY (DATE): QUAD: Oceanville PHOTO: 171:7-19 (05/92)





STRUCTURE # 0107150 CO ATLANTIC OWNER NJDOT MILEPOINT 47.4

NAME & FEATURE US 40 OVER BABCOCK CREEK FACILITY US 40

INTERSECTED

SETTING / CONTEXT

TOWNSHIP HAMILTON TOWNSHIP

TYPE STRINGER DESIGN MATERIAL Wood

SPANS 6 LENGTH 72 ft WIDTH 30 ft

CONSTRUCTION DT 1921 ALTERATION DT Unknown SOURCE NJDOT

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

structures.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible. Listed. Mays Landing Historic District. 08/20/1990. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The 6-span timber stringer bridge has timber pile substructure and wood deck with asphalt road surface. Two-high beam guide rails have been added. Dated 1921 by NJDOT, the bridge appears to have been rebuilt inkind within the past 25 years. No plans or records have

been located, but based on its present appearance, it appears that it was rebuilt after the 1837-1935 period of significance of the Mays

The 2-lane bridge spans Babcocks Creek east of downtown Mays Landing. West of the bridge is a municipal park and marina. The bridge

is within the boundaries of the Mays Landing Historic District, which includes a number of nearby 19th- and 20th-century residential

Landing Historic District. The span is too new to be evaluated as contributing.

INFOR MATION

PHOTO: 407:21-22 (05/92) REVISED BY (DATE): QUAD: Mays Landing





ATLANTIC STRUCTURE # 0107151 OWNER NJDOT MILEPOINT 46.8

NAME & FEATURE US 40 & NJ 50 OVER GREAT EGG HARBOR RIVER FACILITY US 40 & NJ 50

INTERSECTED

HAMILTON TOWNSHIP **TOWNSHIP**

TYPE MULTI GIRDER **DESIGN** ENCASED **MATERIAL** Steel

#SPANS 1 LENGTH 77 ft WIDTH 41 ft

CONSTRUCTION DT 1928 **ALTERATION DT** SOURCE NJDOT

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

The 2-lane bridge spans the Great Egg Harbor River on the western side of downtown Mays Landing. The bridge lies within the SETTING / CONTEXT

boundaries of the Mays Landing Historic District, which includes 19th- and 20th-century houses on both sides of the river from the bridge.

The river is navigable and east of the bridge is a marina.

1995 SURVEY RECOMMENDATION Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) Yes

CONSULT STATUS Not Individually Eligible. Listed. Mays Landing Historic District. 08/20/1990. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1928 deck multi girder bridge consists of three encased plate girders with concrete slab deck, cantilevered sidewalks, concrete balustrades, and scored concrete abutments. The bridge was built as part of the reconstruction of NJ 48, redesignated US 40 in the early 1950s. It lies within the period of significance (1837-1935) of the Mays Landing Historic District, and should be considered a contributing

structure that reflects the impact of highway improvements on the community.

Bibliography:

INFOR Office of New Jersey Heritage, National Register **MATION** File. Mays Landing Historic District. 1990.

> Physical Description: The 77'-long one-span bridge is composed of three encased built-up deck girders supported on a concrete substructure with flared wing walls that are scored. The cantilevered sidewalks have concrete balustrades with paneled posts. Wood sheet piling has been added as scour protection to the abutments, and beam guide rails separate the roadway from the sidewalks.

Historical and Technological Significance: The concrete-encased multi deck girder bridge is not individually technologically distinguished, but it is historically significant as a contributing resource to the Mays Landing Historic District, listed in 1990. The bridge was not rated in the nomination, but it was built within the 1837 to 1935 period of significance of the district. The district is eligible under Criterion A of the National Register for its significance in architecture, industry, politics/government, and community development. US 40 and NJ 50 is the main road through the community that was designated as the county seat in 1837, and the road has had a dramatic impact on the historic development of the district.

The bridge is a standard type and design used by the New Jersey State Highway Department throughout the state. It was built as part of the 1928 redevelopment of NJ 14, one of the original 15 state highway routes. NJ 14 went from Egg Harbor City to Cape May City by way of Mays Landing, Tuckahoe, and Cape May Court House. The designation was changed to NJ 48 in 1928. It became US 40 in the 1953 redesignation.

Boundary Description and Justification: The bridge is within the boundaries of the Mays Landing Historic District as delineated in the Mays Landing USGS Quad Map accompanying the nomination. The bridge including its superstructure, substructure, and right-of-way over the river is a contributing resource.

PHOTO: 407:16-17 (05/92) REVISED BY (DATE): QUAD: Mays Landing





STRUCTURE # 0107152 CO ATLANTIC OWNER NJDOT MILEPOINT 46.92

NAME & FEATURE US 40 & NJ 50 OVER PLEASANTVILLE SECTION RR FACILITY US 40 & NJ 50

INTERSECTED

TOWNSHIP HAMILTON TOWNSHIP

TYPE STRINGER DESIGN ENCASED MATERIAL Steel

SPANS 3 **LENGTH** 112 ft **WIDTH** 40.3 ft

CONSTRUCTION DT1929ALTERATION DTSOURCE INSCRIPTIONDESIGNER/PATENTPENNSYLVANIA RR ENGINEERINGBUILDER UNKNOWN

SETTING /
CONTEXT

The 2-lane bridge spans the abandoned right-of-way of the Pennsylvania Railroad's Pleasantville Section, originally developed in 1880 by the West Jersey Railroad. The bridge is located in the Mays Landing Historic District, and near the bridge are numerous contributing 19th-and 20th-century residences. Under the bridge is the former loading platform for the railroad, and just north an abandoned single-story, hipped roof, brick station house.

1995 SURVEY RECOMMENDATION Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) Yes

CONSULT STATUS Not Individually Eligible. Listed. Mays Landing Historic District. 08/20/1990. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The three-span encased steel stringer bridge has paneled parapets and a concrete substructure with arched piers. It was constructed in 1929 as a grade elimination project associated with improvements to NJ 48, and is a representative example of a bridge type used by the PARR for other overpasses. It falls within the period of significance of the Mays Landing Historic District (1837-1935) and is a contributing element reflecting both rail and road transport.

Bibliography:

INFOR MATION

Office of New Jersey Heritage. National Register File. Mays Landing Historic District. 1990.

Physical Description: The three-span bridge with concrete parapets is composed of encased rolled steel stringer spans supported on concrete abutments and concrete bents with arched struts and crash walls. The 1929 Pennsylvania Railroad station, a hip-roofed one-story brick building, is adjacent the bridge at the track level. It is not in use and the track is abandoned.

Historical and Technological Significance: The 1929 encased stringer overpass is not individually distinguished, but is a contributing resource in the Mays Landing Historic District, listed in the National Register in 1990 for its significance in architecture, industry, politics/government, and community development. The district is eligible under Criterion A. The period of significance is from 1837, when the town was designated the Atlantic County seat, until 1935. The overpass and adjacent station were constructed by the Pennsylvania Railroad as part of a grade elimination agreement in 1929. The Pennsylvania Railroad was successor to the West Jersey and Atlantic Railroad that initially developed the right-of-way to Mays Landing in 1880. Because the bridge is located within the district, is unaltered, reflects the historic rail and highway development of the community, and was built within the National Register nomination's period of significance, it is evaluated as a contributing resource.

Boundary Description and Justification: The bridge is within the boundaries of the Mays Landing Historic District as delineated on the Mays Landing USGS Quad Map accompanying the district nomination. The bridge including the superstructure, substructure, and right-of-way over the railroad line, is a contributing resource.

PHOTO: 407:13-15 (04/92) REVISED BY (DATE): QUAD: Mays Landing





STRUCTURE # 0108150 CO ATLANTIC OWNER RAILROAD MILEPOINT 59.55

NAME & FEATURE LINWOOD SECONDARY OVER US 40 FACILITY LINWOOD SECONDARY

INTERSECTED

TOWNSHIP PLEASANTVILLE CITY

TYPE THRU GIRDER DESIGN PARTIALLY ENCASED MATERIAL Steel

SPANS 2 **LENGTH** 111 ft **WIDTH** 25.5 ft

CONSTRUCTION DT 1934 ALTERATION DT SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING /
CONTEXT

The bridge carries a single track of ConRail's Linwood Section over 4-lanes and median of US 40 near downtown Pleasantville City. The surrounding neighborhood has mostly undistinguished 20th-century residential and commercial structures. The railroad right-of-way was originally developed in 1880 by the Pleasantville and Ocean City Railroad. In the 1930s, when the current bridge was constructed, the railroad was owned and operated by the Pennsylvania Railroad Company.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The skewed 2-span bridge is a thru-girder with encased floor beams, ballasted deck, and concrete abutments and center pier. In 1934 the bridge was built as a grade elimination highway underpass during the widening of NJ 48 (current US 40). A chainlink fence has been attached to the bridge girders. The bridge is not associated with the historically significant period of development of the railway, and is a technologically undistinguished example of a common railroad overpass bridge type.

INFOR MATION

PHOTO: 411:1-2 (05/92) REVISED BY (DATE): QUAD: Pleasantville





STRUCTURE # 0110150 CO ATLANTIC OWNER NJDOT MILEPOINT 49.84

NAME & FEATURE NJ 49 OVER TUCKAHOE RIVER FACILITY NJ 49

INTERSECTED

TOWNSHIP ESTELL MANOR CITY

TYPE SLAB DESIGN MATERIAL Reinforced

SPANS 3 **LENGTH** 38 ft **WIDTH** 40 ft

Concrete

CONSTRUCTION DT 1929 ALTERATION DT SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING /
CONTEXT

The bridge carries two lanes of NJ 49 over the Tuckahoe River, which forms the boundary between Cape May and Atlantic Counties. Upstream from the bridge, and extending between the bridge abutments, is a concrete dam/spillway with a three bay gate frame with concrete support walls running from the dam to the bridge's piers. The bridge is located in an undeveloped area of the Pine Barrens, and

is within the boundaries of NJDEPE's Peaslea Wildlife Management Area.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The 3-span bridge is a concrete slab with concrete substructure and balustrades. A beam guide rail has been added. In 1929 the bridge was constructed as part of the NJ 47 highway improvements. The route was later redesignated NJ 49. The bridge is a representative example of a common 1920s NJ State Highway Department concrete slab bridge, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 408:25-26 (04/92) REVISED BY (DATE): QUAD: Tuckahoe



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0111152 CO ATLANTIC OWNER NJDOT MILEPOINT 17.42

NAME & FEATURE NJ 50 OVER SOUTH RIVER FACILITY NJ 50

INTERSECTED

TOWNSHIP WEYMOUTH TOWNSHIP

TYPE STRINGER DESIGN ENCASED MATERIAL Steel

SPANS 1 LENGTH 47 ft WIDTH 40 ft

CONSTRUCTION DT 1927 ALTERATION DT SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING / The bridge carries 2-lanes of traffic over the South River in the Pine Barrens south of the village of Belcoville. The surrounding neighborhood has scattered 20th-century residences and a mobile home park. Just downstream from the bridge are the concrete

abutments of an abandoned bridge.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased steel stringer bridge has concrete substructure and balustrades. A beam guide rail has been added. The bridge

was constructed in 1927 as part of the NJ 14 route improvements. The highway was later redesignated NJ 50. The bridge is a

representative example of a common 1920s NJ State Highway Department bridge type found throughout the state. It is not historically or

technologically distinguished.

INFOR MATION

PHOTO: 408:33-34 (04/92) REVISED BY (DATE): QUAD: Mays Landing





STRUCTURE # 0112152 CO ATLANTIC OWNER NJDOT MILEPOINT 20.75

NAME & FEATURE NJ 50 OVER WATERING RACE FACILITY NJ 50

INTERSECTED

TOWNSHIP HAMILTON TOWNSHIP

TYPE SLAB DESIGN MATERIAL Reinforced

SPANS 1 LENGTH 24 ft WIDTH 40 ft

Concrete

CONSTRUCTION DT 1926 ALTERATION DT SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING / The 2-lane bridge spans a manmade water feature south of a large blueberry field. The bridge is west of the busy NJ 50 and US 322

CONTEXT interchange. The area is moderately developed with some 20th-century residences.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span concrete slab bridge has concrete balustrades and ashlar abutments with concrete wingwalls. The abutments date to a

previous county-owned bridge (c.1900) located on Cape May Avenue before the state took over the highway in the early 1920s. The original state route designation of the highway and bridge was NJ 14, later redesignated NJ 50. The bridge is a common 1920s NJ State

Highway Department bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 407:29-30 (04/92) REVISED BY (DATE): QUAD: Mays Landing





STRUCTURE# 0112153 CO ATLANTIC OWNER NJDOT MILEPOINT 21.05

NAME & FEATURE NJ 50 OVER US 322 FACILITY NJ 50

INTERSECTED

TOWNSHIP HAMILTON TOWNSHIP

TYPE STRINGER DESIGN ENCASED MATERIAL Steel

SPANS 2 LENGTH 85 ft WIDTH 42 ft

CONSTRUCTION DT 1931 ALTERATION DT SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING / The bridge carries 4-lanes, median, and 2 sidewalks of NJ 50 over 4-lanes of US 322. The interchange is a modern clover-leaf design with landscaping. The surrounding area is moderately developed with 20th-century housing. Southeast of the bridge is a residential

development of 1950s split-level ranches appropriately named "Clover Leaf."

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS DOE 01/19/95. SHPO Letter 11/22/95.

SUMMARY

The two-span encased steel stringer bridge has scored concrete abutments and piers, concrete balustrades with bracketed end posts, and paneled fascia with a textured finish. In 1931 the bridge was constructed as part of the 4-lane widening of NJ 42, later redesignated US 322, a major route leading to Atlantic City. The architectonic features are typical of 1930s style interchanges built by the NJ State

Highway Dept. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 407:31-32 (04/92 JPH (5/96)) REVISED BY (DATE): QUAD: Mays Landing

NEW JERSEY HISTORIC BRIDGE DATA



STRUCTURE # 0114154 CO ATLANTIC OWNER NJDOT MILEPOINT 6.32

NAME & FEATURE NJ 54 OVER CAPE MAY LINE & HOSPITALITY FACILITY NJ 54

INTERSECTED BROOK

TOWNSHIP FOLSOM BOROUGH

TYPE THRU GIRDER DESIGN MATERIAL Steel

SPANS 8 LENGTH 418 ft WIDTH 30 ft

CONSTRUCTION DT 1937 ALTERATION DT SOURCE NJDOT

DESIGNER/PATENT PENNSYLVANIA READING RAILROAD BUILDER

SETTING / The bridge carries two lanes of NJ 54 over New Jersey Transit's Cape May Line and over Hospitality Brook. The bridge is located in the Pine Barrens near the US 322 intersection and a concrete pipe manufacturer. The railroad right-of-way was originally developed in 1890

by the Atlantic City Railroad as a branch line to Cape May. In 1933 the Atlantic City RR was consolidated under the control of the

Pennsylvania-Reading Seashore Lines (PRSL RR).

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 418'-long 8-span bridge consists of 2 skewed thru girder with encased floor beam spans, and 6 encased stringer spans. The thru

girder spans rest on large single column concrete piers at each girder bearing, while the encased stringer approach spans have triple column piers, concrete abutments, and concrete parapets. Bracing has been added at several piers. The bridge is not historically or

technologically distinguished, and is similar in design to other late-1930s PRSL RR bridge projects.

INFOR MATION

PHOTO: 409:8-10,13-14a (04/92) REVISED BY (DATE): QUAD: Newtonville





STRUCTURE # 0114155 CO ATLANTIC OWNER NJDOT MILEPOINT 6.72

NAME & FEATURE NJ 54 OVER US 322 FACILITY NJ 54

INTERSECTED

TOWNSHIP FOLSOM BOROUGH

TYPE T BEAM DESIGN MATERIAL Reinforced

SPANS 2 LENGTH 101 ft WIDTH 56 ft

Concrete

CONSTRUCTION DT 1942 ALTERATION DT SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING / The bridge carries 4-lanes and 2 sidewalks of NJ 54 over 4-lanes of US 322. The bridge is part of a clover leaf intersection. It is located in the Pine Barrens of western Atlantic County. The surrounding area is sparsely developed with some commercial structures along US 322,

and some 20th-century lakefront residences in the vicinity of privately-owned Jay's Lake to the west.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span T-beam bridge has concrete balustrades with paneled posts and bracketed end posts, and a concrete substructure with

horizontally-scored piers and wingwalls. Beam guide rails have been added. The bridge and clover-leaf interchange were built in 1942 as part of the NJ 54 highway improvements. The bridge is a representative example of T-beam construction, and is not historically or

technologically distinguished.

INFOR MATION

PHOTO: 409:6a-7a (04/92) REVISED BY (DATE): QUAD: Newtonville





STRUCTURE # 0114157 CO ATLANTIC OWNER NJDOT MILEPOINT 6.93

NAME & FEATURE NJ 54 OVER GREAT EGG HARBOR RIVER FACILITY NJ 54

INTERSECTED

TOWNSHIP FOLSOM BOROUGH

TYPE STRINGER DESIGN ENCASED MATERIAL Steel

SPANS 1 **LENGTH** 43 ft **WIDTH** 40.2 ft

CONSTRUCTION DT 1941 ALTERATION DT SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING /
CONTEXT

The two-lane bridge spans the Great Egg Harbor River in the Pine Barrens of western Atlantic County. The bridge is north of the intersection of US 322 and NJ 54, and is opposite the NJDOT Folsom Maintenance Area. The neighborhood is moderately developed with 20th-century housing and some wooded lots. Upstream is a concrete dam/spillway, and downstream the ashlar and concrete abutments

of an abandoned bridge.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The single-span encased stringer bridge has a concrete substructure and balustrades. The bridge carries a sidewalk on the upstream side, and beam guide rails have been added. The bridge was built in 1941 when the State Highway Department took over the right-of-way from the county. It is a representative example of a common State Highway Department bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 409:4a-5a (04/92) REVISED BY (DATE): QUAD: Newtonville





STRUCTURE # 0114159 CO ATLANTIC OWNER NJDOT MILEPOINT

NAME & FEATURE NJ 54 OVER PENNYPOT STREAM FACILITY NJ 54

INTERSECTED

TOWNSHIP HAMMONTON TOWN

TYPE SLAB DESIGN MATERIAL Reinforced

SPANS 1 **LENGTH** 23 ft **WIDTH** 38.2 ft

Concrete

CONSTRUCTION DT 1941 ALTERATION DT SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING / The two-lane bridge spans Pennypot Stream south of the busy intersection of NJ 54 and the Atlantic City Expressway. Downstream from the bridge are the masonry and concrete abutments of an abandoned bridge. The surrounding area is mixed use with the modern offices

of South Jersey Gas Company, 20th-century residences, farm fields, and open lots.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span concrete slab bridge has concrete balustrades and substructure. Beam guide rails have been added. The bridge was built in 1941 when the State Highway Department took over the right-of-way from the county. It is a representative example of a common State

Highway Department bridge type found throughout the state, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 408:3-4 (04/92) REVISED BY (DATE): QUAD: Newtonville





STRUCTURE # 0118152 CO ATLANTIC OWNER NJDOT MILEPOINT 2.88

NAME & FEATURE US 206 OVER GREAT SWAMP BRANCH FACILITY US 206

INTERSECTED

TOWNSHIP HAMMONTON TOWN

TYPE SLAB DESIGN MATERIAL Reinforced

SPANS 1 LENGTH 32 ft WIDTH 40 ft

Concrete

CONSTRUCTION DT 1930 ALTERATION DT SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING / The two-lane bridge spans a small creek in a wooded undeveloped section of the Pine Barrens in western Atlantic County. The bridge is

CONTEXT within the boundaries of the NJDEPE's Wharton State Forest.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed, single-span concrete slab bridge has a concrete substructure and balustrades. Beam guide rails have been added. In 1930

the bridge was built as part of the NJ Route 39 improvements. In the early 1950s the highway was redesignated US 206. The bridge is a representative example of a common State Highway Department bridge type found throughout the state, and is not historically or

technologically distinguished.

INFOR MATION

PHOTO: 409:22a-23a (04/92) REVISED BY (DATE): QUAD: Hammonton





STRUCTURE # 0118153 CO ATLANTIC OWNER NJDOT MILEPOINT 3.74

NAME & FEATURE US 206 OVER ALBERTSONS BROOK FACILITY US 206

INTERSECTED

TOWNSHIP HAMMONTON TOWN

TYPE STRINGER DESIGN ENCASED MATERIAL Steel

SPANS 1 **LENGTH** 35 ft **WIDTH** 40.2 ft

CONSTRUCTION DT 1930 ALTERATION DT SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING / The two-lane bridge spans a small creek in an undeveloped area of the Pine Barrens in western Atlantic County. The bridge is within the

CONTEXT boundaries of the NJDEPE's Wharton State Forest.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased steel stringer bridge has concrete substructure and balustrades. The bridge is spalling and beam guide rails

have been added. In 1930 the bridge was built as part of the NJ Route 39 improvements. In the early 1950s the highway was

redesignated US 206. The bridge is a representative example of a common NJ State Highway Department bridge type found throughout

the state, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 409:26a-27a (04/92) REVISED BY (DATE): QUAD: Hammonton





STRUCTURE # 0118154 CO ATLANTIC OWNER NJDOT MILEPOINT 5.03

NAME & FEATURE US 206 OVER CLARKS CREEK FACILITY US 206

INTERSECTED

TOWNSHIP HAMMONTON TOWN

TYPE SLAB DESIGN MATERIAL Reinforced

SPANS 1 LENGTH 22 ft WIDTH 40.7 ft

Concrete

CONSTRUCTION DT 1930 ALTERATION DT SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING / The two-lane bridge spans a small creek in the Pine Barrens of western Atlantic County. The surrounding area is undeveloped and lies

CONTEXT within the boundaries of the NJDEPE's Wharton State Forest.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span concrete slab bridge has a concrete substructure and balustrades. The bridge is spalling and beam guide rails have been added. In 1930 the bridge was built as part of the NJ Route 39 improvements. In the early 1950s the highway was redesignated US 206.

The bridge is a representative example of a common NJ State Highway Department bridge type found throughout the state, and is not

historically or technologically distinguished.

INFOR MATION

PHOTO: 409:28a-29a (04/92) REVISED BY (DATE): QUAD: Atsion





ATLANTIC OWNER NJDOT STRUCTURE # 0118155 **MILEPOINT**

NAME & FEATURE US 206 OVER SLEEPERS BROOK FACILITY US 206

INTERSECTED

HAMMONTON TOWN **TOWNSHIP**

TYPE SLAB **DESIGN MATERIAL** Reinforced

LENGTH 22 ft #SPANS 1 WIDTH 40 ft Concrete

CONSTRUCTION DT 1930 **ALTERATION DT** SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

The two-lane bridge spans a small creek in the Pine Barrens of western Atlantic County. The surrounding area is undeveloped and lies

CONTEXT within the boundaries of the NJDEPE's Wharton State Forest.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible. CONSULT DOCUMENTS SHPO Letter 6/30/95

The single-span concrete slab bridge has a concrete substructure and balustrades. The bridge is spalling and beam guide rails have been SUMMARY

added. In 1930 the bridge was built as part of the NJ Route 39 improvements. In the early 1950s the highway was redesignated route US 206. The bridge is a common NJ State Highway Department bridge type found throughout the state, and is not historically or

technologically distinguished.

INFOR MATION

> PHOTO: 409:30a-31a (04/92) REVISED BY (DATE): QUAD: Atsion





CO ATLANTIC OWNER NJDOT STRUCTURE # 0119150 **MILEPOINT** 34.51

NAME & FEATURE FACILITY US 322 US 322 OVER CAPE MAY LINE

INTERSECTED

SETTING /

FOLSOM BOROUGH **TOWNSHIP**

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

LENGTH 145 ft # **SPANS** 5 **WIDTH** 56.3 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1980ca SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

CONTEXT

The bridge carries 4-lanes of traffic and two sidewalks over a single track of NJT's Cape May Line, the former Pennsylvania Reading Seashore Line Railroad. The bridge is located in the Pine Barrens, and the surrounding area is moderately developed with 20th-century

lakefront homes and commercial structures. The bridge is just west of the NJ 54 and US 322 interchange.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible. CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The skewed 5-span encased steel stringer bridge has a central span of 39' length over the rails, and approach spans each of 26' length. It has concrete abutments and piers with columns, and concrete balustrades. It was built in 1931 as part of a grade elimination project and widening of NJ Route 42. later redesignated US Route 322. The bridge has beam guide rails and median barriers added, and repairs to

the abutment-end bearings (c.1980). It is not historically or technologically significant.

INFOR MATION

> REVISED BY (DATE): QUAD: Newtonville PHOTO: 409:19a-21a (04/92)





STRUCTURE # 0119154 CO ATLANTIC OWNER NJDOT MILEPOINT 41.53

NAME & FEATURE US 322 OVER GREAT EGG HARBOR RIVER FACILITY US 322

INTERSECTED

TOWNSHIP HAMILTON TOWNSHIP

TYPE STRINGER DESIGN ENCASED MATERIAL Steel

SPANS 2 **LENGTH** 77 ft **WIDTH** 76.1 ft

CONSTRUCTION DT 1931 ALTERATION DT 1959 SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING / The bridge carries 4-lanes of traffic and two sidewalks over the Great Egg Harbor River in the Pine Barrens of western Atlantic County. US

CONTEXT 322 is a modern commercial strip with a pizza restaurant and garage opposite the bridge.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span bridge was originally built in 1931 as an encased steel stringer with concrete substructure, but in 1959 was widened on both

sides with prestressed concrete box beams as part of the US 322 reconstruction. New concrete parapets with pipe railings were also

added. The bridge has been significantly altered, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 408:15-16 (04/92) REVISED BY (DATE): QUAD: Newtonville



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0119155 CO ATLANTIC OWNER NJDOT MILEPOINT 41.75

NAME & FEATURE US 322 OVER LITTLE MILL CREEK FACILITY US 322

INTERSECTED

TOWNSHIP HAMILTON TOWNSHIP

TYPE SLAB DESIGN MATERIAL Reinforced

SPANS 2 **LENGTH** 39 ft **WIDTH** 76.3 ft

Concrete

CONSTRUCTION DT 1931 ALTERATION DT 1959 SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING / The bridge carries 4-lanes of traffic and 2 sidewalks over a small creek in the Pine Barrens. US 322 is a commercial strip, and adjacent to

CONTEXT the bridge is a saloon and the NJDOT Weymouth Maintenance Yard.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The original 1931 2-span concrete slab bridge with concrete substructure has been significantly altered by widening with prestressed

concrete beams on both sides, and by the addition of modern concrete parapets with pipe railings (1959). The alterations were part of the

US 322 reconstruction. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 413:41-42 (04/92) REVISED BY (DATE): QUAD: Newtonville





STRUCTURE # 0119156 CO ATLANTIC OWNER NJDOT MILEPOINT 43.35

NAME & FEATURE US 322 OVER BIG DITCH FACILITY US 322

INTERSECTED

TOWNSHIP HAMILTON TOWNSHIP

TYPE SLAB DESIGN MATERIAL Reinforced

SPANS 2 **LENGTH** 39 ft **WIDTH** 79.3 ft

Concrete

CONSTRUCTION DT 1931 ALTERATION DT 1959 SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING / The bridge carries 4-lanes of traffic and 2 sidewalks over a small creek in the Pine Barrens. US 322 is a modern commercial strip with a

CONTEXT farm stand and used car dealership adjacent to the bridge.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The original 1931 2-span concrete slab bridge with concrete substructure has been significantly altered by widening with prestressed concrete beams on both sides and the addition of modern concrete parapets with pipe railings. The alterations were part of the 1959

reconstruction of US 322. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 407:37-38 (04/92) REVISED BY (DATE): QUAD: Dorothy





STRUCTURE # 0119159 CO ATLANTIC OWNER NJDOT MILEPOINT 45.9

NAME & FEATURE US 322 OVER WATERING RACE BRANCH FACILITY US 322

INTERSECTED

TOWNSHIP HAMILTON TOWNSHIP

TYPE SLAB DESIGN MATERIAL Reinforced

SPANS 2 LENGTH 34 ft WIDTH 80 ft

Concrete

CONSTRUCTION DT 1931 ALTERATION DT 1959 SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING / CONTEXT

The bridge carries 6-lanes of traffic and 2 sidewalks over a small irrigation water feature in the Pine Barrens. The bridge is near the intersection of US 322 and NJ 50. US 322 is a modern commercial strip, and a farm stand and bar are adjacent to the bridge. The

surrounding area is moderately developed with 20th-century homes. To the south are blueberry fields.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The original 1931 concrete slab bridge with concrete substructure has been significantly altered by widening in 1959 with prestressed concrete beams on both sides of the bridge, and by the addition of modern concrete parapets with pipe rails. A median barrier has also

been added. The bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 407:35-36 (04/92) REVISED BY (DATE): QUAD: Mays Landing





STRUCTURE # 0119161 CO ATLANTIC OWNER NJDOT MILEPOINT 47.2

NAME & FEATURE US 322 OVER BABCOCK CREEK FACILITY US 322

INTERSECTED

TOWNSHIP HAMILTON TOWNSHIP

TYPE SLAB DESIGN MATERIAL Reinforced

SPANS 2 LENGTH 39 ft WIDTH 74 ft

Concrete

CONSTRUCTION DT 1931 ALTERATION DT 1958 SOURCE INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER

SETTING / The bridge carries 4 lanes of traffic over a small creek in the Pine Barrens. The bridge is near the intersection of NJ 50 and US 322, but

CONTEXT the immediate surrounding area is otherwise undeveloped.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The original 1931 concrete slab bridge with concrete substructure has been significantly altered by widening with prestressed concrete beam additions on both sides of the bridge, and by the addition of concrete parapets with pipe railings. The alterations were part of the

1959 reconstruction of US 322. The bridge is a common type and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 407:33-34 (04/92) REVISED BY (DATE): QUAD: Mays Landing





STRUCTURE # 0150160 CO ATLANTIC OWNER UNKNOWN MILEPOINT 0.0

NAME & FEATURE SHORE ROAD (CR 585) OVER LINWOOD FACILITY SHORE ROAD (CR 585)

INTERSECTED SECONDARY

SOMERS POINT CITY

TYPE THRU GIRDER DESIGN PARTIALLY ENCASED MATERIAL Steel

SPANS 1 **LENGTH** 93 ft **WIDTH** 30.1 ft

CONSTRUCTION DT 1938 ALTERATION DT SOURCE PLANS

DESIGNER/PATENT PA-READING SEASHORE RAILROAD BUILDER PHOENIX BRIDGE COMPANY

SETTING /
CONTEXT

TOWNSHIP

The two-lane bridge with sidewalks spans the abandoned & filled-in right-of-way of ConRail's Linwood Section, the former Pleasantville and Ocean City Railroad, established 1890. West of the bridge is the ONJH Somers Point Mansion (c.1725). The bridge does not lie within the Bay Front Historic District (c.1890-1935) which begins one block south. The area southwest of the bridge originally contained the railroad station and ferry, but the buildings have been removed for newer structures.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The thru girder with encased floorbeams bridge has a concrete substructure and cantilevered sidewalks with riveted steel plate parapets.

It was designed in 1938 by the PRSL RR engineering department, and fabricated by the Phoenix Bridge Company. The parapets are the

bridge's only technologically distinguishing feature and do not merit NR significance on an otherwise common example of a 1930s thru

girder overpass.

INFOR MATION

PHOTO: 131:21-24 (04/92) REVISED BY (DATE): QUAD: Ocean City





STRUCTURE # 0161150 CO ATLANTIC OWNER STATE AGENCY MILEPOINT 31.18

NAME & FEATURE CAPE MAY LINE (NJT) OVER HOSPITALITY CREEK FACILITY CAPE MAY LINE (NJT)

INTERSECTED

TOWNSHIP FOLSOM BOROUGH

TYPE STRINGER DESIGN ENCASED MATERIAL Steel

SPANS 3 LENGTH 60 ft WIDTH 27 ft

CONSTRUCTION DT1924ALTERATION DTSOURCE INSCRIPTIONDESIGNER/PATENTPHILADELPHIA & READING RRBUILDER UNKNOWN

SETTING / CONTEXT

The bridge carries a single-track of New Jersey Transit's Cape May Line over Hospitality Creek in the Pine Barrens of western Atlantic County. The Cape May Line was built in 1880 by the Atlantic City Railroad. The bridge is located downstream from an 8-span highway overpass of the railroad and creek. The surrounding area is moderately developed with 20th-century homes, and a concrete pipe factory to

the west.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The encased steel stringer bridge has a concrete substructure, braced post pipe railing, and ballasted deck. It was built in 1924 by the Philadelphia & Reading Railroad, which purchased the Atlantic City Railroad in 1890, and is not original to the line. The bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 409:11a-12a (04/92) REVISED BY (DATE): QUAD: Newtonville



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0161151 CO ATLANTIC OWNER STATE AGENCY MILEPOINT 48.7

NAME & FEATURE TUCKAHOE ROAD (CR 557) OVER CAPE MAY LINE FACILITY TUCKAHOE ROAD (CR 557)

INTERSECTED (NJT)

TOWNSHIP ESTELL MANOR CITY

TYPE THRU GIRDER DESIGN PARTIALLY ENCASED MATERIAL Steel

SPANS 6 **LENGTH** 402 ft **WIDTH** 30 ft

CONSTRUCTION DT1937ALTERATION DTSOURCE NJDOTDESIGNER/PATENTPA-READING SEASHORE LINESBUILDER UNKNOWN

SETTING / CONTEXT

The two-lane bridge spans a single track of New Jersey Transit's Cape May Line in an isolated area of the Pine Barrens. The surrounding area is densely wooded. The Cape May Line was originally built in 1880 by the Atlantic City RR, and later absorbed into the Pennsylvania-Reading Seashore Lines. At one time the bridge was next to Anderson Station, a small stop on the Cape May Line with a side track and a

section house.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The 6-span overpass has 4 thru girder with encased floorbeams spans and 2 steel stringer approach spans with parapets and encased fascia. The substructure consists of concrete piers and abutments. Some of the piers have been shored with bracing. The bridge is similar to other late 1930s PRSL overpasses in the county. No records have been found to explain the construction of so large a bridge at this location. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 408:27-32 (04/92) REVISED BY (DATE): QUAD: Tuckahoe





STRUCTURE # 0162150 CO ATLANTIC OWNER STATE AGENCY MILEPOINT 32.35

NAME & FEATURE WEYMOUTH ROAD (CR 640) OVER ATLANTIC CITY FACILITY WEYMOUTH ROAD (CR 640)

INTERSECTED LINE

HAMMONTON TOWN **TOWNSHIP**

TYPE THRU GIRDER **DESIGN PARTIALLY ENCASED MATERIAL** Steel

LENGTH 235 ft WIDTH 30 ft #SPANS 4

CONSTRUCTION DT 1937 **ALTERATION DT** SOURCE NJDOT PA-READING SEASHORE LINES **DESIGNER/PATENT BUILDER UNKNOWN**

SETTING / CONTEXT The bridge carries two lanes of traffic and a sidewalk over a single track of New Jersey Transit's Atlantic City Line on the western outskirts of Hammonton. The surrounding area is mixed use with a modern warehouse, junkyard, and a mixture of 19th- and 20th-century housing. The rail line was originally developed in the 1850s by the Atlantic City Railroad, and absorbed into the Pennsylvania-Reading Seashore

Lines in 1933.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

Not Individually Eligible. **CONSULT STATUS** CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The 4-span bridge consists of three encased steel stringer spans and one thru girder with encased floorbeams span. The steel stringer spans have concrete parapets with vertically scored posts. The substructure consists of concrete abutments and 3-column piers. The bridge is similar in style to other PRSL RR overpasses in the county. Thru girders were commonly employed by railroads for highway overpasses, and the bridge is not historically or technologically distinguished.

INFOR MATION

> REVISED BY (DATE): QUAD: Newtonville PHOTO: 408:37-38 (04/92)

NEW JERSEY HISTORIC BRIDGE DATA



STRUCTURE # 0162152 CO ATLANTIC OWNER STATE AGENCY MILEPOINT 0.0

NAME & FEATURE BERLIN AVENUE OVER ATLANTIC CITY LINE (NJT) FACILITY BERLIN AVENUE

INTERSECTED

TOWNSHIP EGG HARBOR TOWNSHIP

TYPE THRU GIRDER DESIGN CONTINUOUS MATERIAL Steel

SPANS 3 **LENGTH** 91 ft **WIDTH** 16.4 ft

CONSTRUCTION DT 1905 ALTERATION DT SOURCE NJDOT

DESIGNER/PATENT WEST JERSEY & SEASHORE RR BUILDER SCHUYLKILL BRIDGE WORKS

SETTING / The single-lane bridge has been closed to vehicular traffic. It spans a single track of New Jersey Transit's Atlantic City Line, the former right-of-way of the West Jersey and Seashore Railroad. The surrounding area is sparsely developed with some scattered 19th- and 20th-

century housing.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-span continuous steel thru girder bridge with floorbeams has a timber deck, ashlar abutments, and steel column piers. The bridge

is not maintained and the flooring system has seriously deteriorated. It was built in 1905 by the Schuylkill Bridge Works for the West Jersey and Seashore RR. A more complete bridge of similar style and date (0162153) spans the railroad just to the south. This span is a

representative example of a common early-20th century bridge type.

INFOR MATION

PHOTO: 412:9-10 (04/92) REVISED BY (DATE): QUAD: Egg Harbor City





0162153 ATLANTIC STATE AGENCY STRUCTURE # OWNER MILEPOINT 43.25

FACILITY FRANKFURT AVENUE NAME & FEATURE FRANKFURT AVENUE OVER ATLANTIC CITY LINE

INTERSECTED (NJT)

EGG HARBOR TOWNSHIP **TOWNSHIP**

TYPE THRU GIRDER **DESIGN CONTINUOUS MATERIAL** Steel

WIDTH 16.4 ft # **SPANS** 3 LENGTH 88 ft

CONSTRUCTION DT 1905 **ALTERATION DT** SOURCE NJDOT

DESIGNER/PATENT WEST JERSEY & SEASHORE RR **BUILDER SCHUYLKILL BRIDGE WORKS**

SETTING / CONTEXT

The bridge carries a single lane of traffic over a single-track of New Jersey Transit's Atlantic City Line. The bridge is located in the Pine Barrens, and the area is moderately developed with 19th- and 20th-century homes and businesses. US 30 intersects Frankfurt Avenue a

short distance to the north. The rail line was originally developed in the mid-19th century by the Camden and Atlantic City Railroad.

1995 SURVEY RECOMMENDATION Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) Yes

CONSULT STATUS Individually Eligible CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The three-span continuous steel thru girder with floorbeams bridge has a timber deck, ashlar abutments, steel column piers, and steel railings. It is an unusually complete example of an early thru girder overpass, and is one of the two oldest remaining in Atlantic County. The railroads played a significant role in the development of the county, and the bridge is representative of the efforts made to protect rural traffic from the high speed passenger trains.

INFOR MATION

> REVISED BY (DATE): QUAD: Green Bank PHOTO: 412:5-8 (04/92)



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0162154 CO ATLANTIC OWNER STATE AGENCY MILEPOINT 44.36

NAME & FEATURE TILTON ROAD (CR 563) OVER ATLANTIC CITY LINE FACILITY TILTON ROAD (CR 563)

INTERSECTED (NJT)

TOWNSHIP GALLOWAY TOWNSHIP

TYPE STRINGER DESIGN MATERIAL Steel

SPANS 3 **LENGTH** 194 ft **WIDTH** 44 ft

CONSTRUCTION DT1940ALTERATION DTSOURCE NJDOTDESIGNER/PATENTPA-READING SEASHORE LINES RRBUILDER UNKNOWN

SETTING / CONTEXT

The two-lane bridge spans a single track of New Jersey Transit's Atlantic City Line. It is located in the Pine Barrens just south of the intersection of CR 563 and US 30. The area between the tracks and US 30 is moderately developed with modern commercial structures and warehouses.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The skewed 3-span steel stringer bridge has concrete parapets, encased fascia stringers, and concrete piers and scored abutments. The bridge was built in 1940 by the Pennsylvania-Reading Seashore Lines, and replaced an earlier overpass. Steel stringers are a common bridge type, and the bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 412:3-4 (04/92) REVISED BY (DATE): QUAD: Pleasantville



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0162164 CO ATLANTIC OWNER STATE AGENCY MILEPOINT 54.86

NAME & FEATURE ATLANTIC CITY LINE (NJT) OVER JONATHAN'S FACILITY ATLANTIC CITY LINE (NJT)

INTERSECTED THOROFARE

TOWNSHIP ATLANTIC CITY

TYPE DECK GIRDER DESIGN MATERIAL Steel

SPANS 1 **LENGTH** 27 ft **WIDTH** 28.7 ft

 CONSTRUCTION DT
 20th Century
 ALTERATION DT
 SOURCE NJDOT

 DESIGNER/PATENT
 UNKNOWN
 BUILDER UNKNOWN

SETTING / The bridge carries a single track of New Jersey Transit's Atlantic City Line over Jonathan's Thorofare in the tidal meadowlands between CONTEXT Absecon Island and the mainland. The bridge is located parallel the Atlantic City Water Mains, and between US 30 and the Atlantic City

Expressway. Access to the bridge is limited.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The bridge is a single-span deck plate girder with ashlar abutments. Records for the bridge's construction could not be located but the bridge is similar in style to many plate girder bridges constructed by the West Jersey and Seashore Railroad, a line controlled by the

Pennsylvania Railroad, in the first decades of the 20th century. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 413:38-39 (06/92) REVISED BY (DATE): QUAD: Oceanville



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE# 0170150 CO ATLANTIC OWNER NJDOT MILEPOINT 110.3

NAME & FEATURE WINSLOW INDUSTRIAL TRACK OVER CEDAR FACILITY WINSLOW INDUST TRACK

INTERSECTED LAKE CREEK

TYPE STRINGER DESIGN MATERIAL Wood

SPANS 8 LENGTH 57 ft WIDTH 11 ft

CONSTRUCTION DT1910ALTERATION DTSOURCE NJDOTDESIGNER/PATENTWEST JERSEY RAILROADBUILDER UNKNOWN

SETTING / The bridge carries a single-track of the Winslow Industrial Track over a small creek in a sparsely developed area of the Pine Barrens in western Atlantic County. Near the bridge is a single 20th-century residence and a cinder block garage. The Winslow Industrial Track was

developed in the late-19th century by the West Jersey Railroad as a connector from Vineland to Winslow Junction.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

FOLSOM BOROUGH

SUMMARY The 8-span open-deck timber stringer railroad bridge rests on timber pile bents. The original construction date is given as 1910, but it is unlikely that any original wood fabric remains, and timber pile stumps in the stream indicate that the bridge members have been replaced

at least once. The bridge is not historically or technologically distinguished.

INFOR MATION

TOWNSHIP

PHOTO: 409:17a-18a (04/92) REVISED BY (DATE): QUAD: Buena





STRUCTURE # 01A0004 CO ATLANTIC OWNER COUNTY MILEPOINT 11.5

NAME & FEATURE MILL ROAD (CR 651) OVER ABSECON CREEK FACILITY MILL ROAD (CR 651)

INTERSECTED

TOWNSHIP ABSECON CITY

TYPE STRINGER DESIGN ENCASED MATERIAL Steel

SPANS 1 LENGTH 34 ft WIDTH 26 ft

CONSTRUCTION DT 1929 ALTERATION DT SOURCE PLAQUE

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER BUILDER GEORGE HANSELMAN

SETTING / The bridge carries two-lanes of traffic over a small creek downstream from the Atlantic City Reservoir and Dam. The surroundings are

CONTEXT undeveloped with wooded lots and wetlands.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The single-span encased steel stringer has a concrete substructure and pipe railings. It is a representative example of at least 8 similar

short-span bridges built in Atlantic County from 1914 to 1931. The bridge has stepped wing walls and some spalling is visible. Builder George Hanselman was a local contractor who built at least six other similar bridges in Atlantic County. The bridge is not historically or

technologically significant.

INFOR MATION

PHOTO: 411:12-13 (05/92 JPH (5/96)) REVISED BY (DATE): QUAD: Pleasantville





CO ATLANTIC OWNER COUNTY STRUCTURE # 01A0006 **MILEPOINT** 0.46

NAME & FEATURE DELILAH ROAD (CR 646) OVER NJT ATLANTIC FACILITY DELILAH ROAD (CR 646)

INTERSECTED CITY LINE

ABSECON CITY **TOWNSHIP**

TYPE THRU GIRDER **DESIGN** ENCASED **MATERIAL** Steel

LENGTH 385 ft #SPANS 7 WIDTH 40 ft

CONSTRUCTION DT 1937 **ALTERATION DT** SOURCE COUNTY RECORDS

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER EASTERN ENGINEERING CO.

The bridge carries two lanes of traffic over a single track of New Jersey Transit's Atlantic City Line, the former Pennsylvania-Reading SETTING / CONTEXT Seashore Lines. The bridge is located in the back-bay wetlands between Atlantic City and the mainland. It is near the intersection of

Delilah Road and US 30, and was built at the same time as the Delilah Road over US 30 bridge (O1A0007).

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

1995 SURVEY RECOMMENDATION Not Eligible **CONSULT STATUS** Not Individually Eligible. CONSULT DOCUMENTS SHPO Letter 6/30/95

The main span is an encased thru girder with floorbeams and the 6 approach spans are encased steel stringers. The bridge rests on SUMMARY concrete abutments and piers and has concrete balustrades. The bridge was constructed in 1937 as part of the US 30 (former NJ 56) connector improvements at Delilah Road. The multi-span combination thru girder and steel stringer bridge is a common 1930s bridge

type, and is not historically or technologically significant.

INFOR MATION

> REVISED BY (DATE): QUAD: Oceanville PHOTO: 411:6-7 (05/92)





STRUCTURE # 01A0007 CO ATLANTIC OWNER COUNTY MILEPOINT 0.22

NAME & FEATURE DELILAH ROAD (CR 646) OVER US 30 FACILITY DELILAH ROAD (CR 646)

INTERSECTED

TOWNSHIP ABSECON CITY

TYPE THRU GIRDER DESIGN ENCASED MATERIAL Steel

SPANS 3 **LENGTH** 212 ft **WIDTH** 24 ft

CONSTRUCTION DT 1936-37 ALTERATION DT SOURCE PLAQUE

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV BUILDER EASTERN ENGINEERING CO

SETTING /
CONTEXT

The bridge carries two-lanes of traffic over 4-lanes of US 30 at the busy intersection of US 30 and Delilah Road. The bridge is located in the backbay wetlands between Atlantic City and the mainland. The area along US 30 is commercially developed with hotels and restaurants. East of the bridge is another bridge of similar style and date carrying Delilah Road over New Jersey Transit's Atlantic City Line (01A0006), also built in 1936-37 as part of the US 30 interchange improvements.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The main span of the 3-span bridge is an encased thru girder with floorbeams, approximately 97' long. The approach spans are encased steel stringers. The approach spans have concrete balustrades, while the main span has concrete pylons decorated with tile mosaic bands. Light standards have been removed. It is similar in style and date to numerous other NJ State Highway Department overpasses, but is not one of the more historically or technologically distinguished examples.

INFOR MATION

PHOTO: 411:3,8-9 (05/92) REVISED BY (DATE): QUAD: Oceanville





ATLANTIC OWNER COUNTY STRUCTURE # 01A0008 **MILEPOINT** 0.65

NAME & FEATURE DELILAH ROAD OVER ATLANTIC CITY WATER FACILITY DELILAH ROAD (CR 646)

INTERSECTED MAINS

PLEASANTVILLE CITY **TOWNSHIP**

TYPE STRINGER DESIGN **MATERIAL** Steel

WIDTH 38.8 ft **# SPANS** 24 LENGTH 260 ft

CONSTRUCTION DT 1939 **ALTERATION DT** 1958 SOURCE COUNTY RECORDS

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER **BUILDER MONIHAN CONSTRUCTION CO**

The bridge carries two lanes of traffic over the Atlantic City Municipal Water Authority's above ground water main pipes in the backbay

wetlands between Atlantic City and the mainland. The bridge is east of the US 30 and Delilah Road intersection.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible. CONSULT DOCUMENTS SHPO Letter 6/30/95

The 24-span bridge consists of 3 main spans of steel stringers over the water main pipes and 21 approach spans of timber stringers, 5 SUMMARY spans to the east of the main spans and 16 to the west. The bridge is entirely supported on timber piles. The original wood railings have

been replaced with beam guide rails. The timber and steel structural members show signs of numerous repairs. In 1958 the timber deck

was replaced. The bridge is not historically or technologically distinguished.

INFOR MATION

> REVISED BY (DATE): QUAD: Pleasantville PHOTO: 411:4-5 (05/92)





STRUCTURE# 01BV003 CO ATLANTIC OWNER COUNTY MILEPOINT 0.0

NAME & FEATURE EIGHTH STREET OVER GREAT EGG HARBOR FACILITY EIGHTH STREET

INTERSECTED RIVER

TOWNSHIP FOLSOM BOROUGH

TYPE STRINGER DESIGN MATERIAL Wood

SPANS 3 LENGTH 40 ft WIDTH 38 ft

CONSTRUCTION DT 1937 ALTERATION DT 1979 SOURCE COUNTY RECORDS

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER BUILDER COUNTY BRIDGE MAINTENANCE

SETTING / The two-lane bridge spans the Great Egg Harbor River in the Pine Barrens near the intersection of Eighth Street and US 322. Next to the bridge is Penny Pot County Park with picnic benches and canoe launch. The area to the north is sparsely developed while the area to the

south near US 322 has some commercial and residential structures.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-span timber stringer bridge has timber pile substructure and timber deck. In 1979 the bridge was substantially reconstructed. Beam guide rails have been added. The bridge is 1 of at least 8 similar timber stringer bridges in the county originally constructed from 1936 to

1947 but since materially rebuilt. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 408:39-40 (04/92) REVISED BY (DATE): QUAD: Newtonville





STRUCTURE # 01BV006 CO ATLANTIC OWNER COUNTY MILEPOINT 0.97

NAME & FEATURE PHILADELPHIA AVENUE OVER GREAT EGG FACILITY PHILADELPHIA AVENUE (CR SPUR 561)

INTERSECTED HARBOR RIVER

FOLSOM BOROUGH

TYPE STRINGER DESIGN ENCASED MATERIAL Steel

SPANS 1 LENGTH 39 ft WIDTH 30 ft

CONSTRUCTION DT1934ALTERATION DTSOURCE COUNTY RECORDSDESIGNER/PATENTA. H. NELSON, COUNTY ENGINEERBUILDER MORRELL B. TOMLIN

SETTING / The bridge carries two lanes of traffic over the Great Egg Harbor River in the Pine Barrens. The surrounding area is wooded and

CONTEXT undeveloped.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span, encased steel stringer bridge has a concrete substructure, concrete balustrades, and paneled fascia stringers. It is a

representative example of a bridge type commonly built in the 1930s, and found throughout the state. It is not historically or

technologically distinguished.

INFOR MATION

TOWNSHIP

PHOTO: 408:1-2 (04/92) REVISED BY (DATE): QUAD: Newtonville

NEW JERSEY HISTORIC BRIDGE DATA



STRUCTURE # 01BV007 CO ATLANTIC OWNER COUNTY MILEPOINT 0.0

NAME & FEATURE EIGHTH STREET OVER HOSPITALITY BRANCH FACILITY EIGHTH STREET

INTERSECTED

TOWNSHIP FOLSOM BOROUGH

TYPE PONY TRUSS DESIGN WARREN MATERIAL Steel

SPANS 1 **LENGTH** 59 ft **WIDTH** 15 ft

CONSTRUCTION DT 1915 ALTERATION DT 1937 SOURCE COUNTY RECORDS

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER BUILDER UNKNOWN

SETTING / The bridge carries a single lane of traffic over Penny Pot Lake, a privately owned lake with 20th-century lakefront homes. The bridge is **CONTEXT** near the intersection of Eighth Street and US 322 in the Pine Barrens.

1995 SURVEY RECOMMENDATION Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 11/22/95

SUMMARY

The single-span bridge is a 6-panel rivet-connected Warren pony truss. County records indicate that in 1937 the bridge was moved to this site from an unspecified location and reassembled. Stylistically it dates from c.1915. The bridge has had repairs including new substructure and welded repairs, but it is one of fewer than five surviving metal truss bridges in southern New Jersey. Because the bridge is a rare survivor in the region and a representative example of a once common truss bridge type, it is technologically significant.

INFOR MATION

Bibliography:

Atlantic County. County Engineer's Office. Bridge Cards and Files. 1937.

Physical Description: The one-span rivet and square-head bolt connected Warren with verticals Pony truss bridge is supported on timber substructure. The span is traditionally composed of built-up box members for the top chord and inclined end posts. The verticals are closely spaced angles with lacing, and the diagonals are toe-up angles joined by battens. The built-up floor beams connect to the top chord and verticals by bolts. Replacement stringers carry a plank deck. The bottom lateral bracing is pin-connected eye bars. Alterations appear to be limited to minor reinforcing at the center panels of the bottom chord and a few lower panel points.

Historical and Technological Significance: The Eighth Street bridge (c.1910) is one of fewer than five surviving metal truss bridges in southern New Jersey. It is eligible under National Register Criterion C. It is a fairly complete example of a rivet and bolt-connected Warren with verticals truss that was very common around the turn of the century. Although metal truss bridges were never as numerous in the southern parts of the state as in the north, they played an important role in the region's highway development. Other surviving trusses in Atlantic County include Weymouth Road over Great Egg Harbor (01HML22, Hamilton Township, 1920) and Mays Landing-Somers Point Road over English Creek (01EH021, Egg Harbor Township, 1914). The latter bridge is significantly altered. In Cape May County the only known surviving highway metal truss bridge is Marshallville Road over Mill Creek (0500019, Upper Township, 1901). No metal truss bridges, exclusive of movable spans, are known to survive in Cumberland, Gloucester, Ocean, and Salem Counties.

The Eighth Street bridge was moved to this location in 1937. Its original location and name of fabricator are not documented in the County Engineer's records, but stylistically it dates from ca. 1910. Although the span does not display any distinctive details, it is technologically significant as a rare survivor of an important bridge type.

Boundary Description and Justification: The bridge is individually eligible, in and of itself, including the superstructure, substructure, and right-of-way over the river.

PHOTO: 408:41-44 (04/92) REVISED BY (DATE): QUAD: Newtonville





STRUCTURE # 01EH007 CO ATLANTIC OWNER COUNTY MILEPOINT 3.35

NAME & FEATURE MILL ROAD (CR 662) OVER PATCONG CREEK FACILITY MILL ROAD (CR 662)

INTERSECTED

TOWNSHIP EGG HARBOR TOWNSHIP

TYPE STRINGER DESIGN ENCASED MATERIAL Steel

SPANS 1 LENGTH 28 ft WIDTH 30 ft

CONSTRUCTION DT 1931 ALTERATION DT SOURCE PLAQUE

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER BUILDER GEORGE HANSELMAN

SETTING / The bridge carries two lanes of traffic over a small creek downstream from a small dam and reservoir. Nearby is an overpass of the

CONTEXT Garden State Parkway over Mill Road. The surrounding area is moderately developed with 20th-century residences.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed single-span encased steel stringer bridge has a concrete substructure and original pipe railings. Beam guide rails have been

added. It is a representative example of at least 8 other short-span encased steel stringer bridges built in Atlantic County. George Hanselman was a local contractor who built at least 6 other encased steel stringer bridges in the county. The bridge is not historically or

technologically distinguished.

INFOR MATION

PHOTO: 131:29-30 (04/92) REVISED BY (DATE): QUAD: Pleasantville





STRUCTURE # 01EH011 CO ATLANTIC OWNER COUNTY MILEPOINT 0.5

NAME & FEATURE CENTRAL AVENUE OVER PATCONG CREEK FACILITY CENTRAL AVENUE

INTERSECTED

TOWNSHIP LINWOOD CITY

TYPE STRINGER DESIGN ENCASED MATERIAL Steel

SPANS 1 **LENGTH** 28 ft **WIDTH** 30 ft

CONSTRUCTION DT 1930 ALTERATION DT SOURCE PLAQUE

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER **BUILDER** F. W. SCHWIERS, JR. CO.

SETTING / The bridge carries two lanes of traffic over the spillway from Mill Pond in northeastern Linwood City. Between the abutments on the bridge's upstream side is a 4 bay concrete gate frame for the spillway's wooden gates. The surrounding neighborhood is residential with

late-19th and 20th-century lakefront homes.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased steel stringer bridge has pipe railings and a concrete substructure with stepped wing walls on the downstream side. Beam guide rails have been added. The bridge is spalling and has a sidewalk added to the upstream side. The bridge is an example

of a common bridge type in Atlantic County, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 131:26-28 (04/92) REVISED BY (DATE): QUAD: Ocean City





STRUCTURE # 01EH021 CO ATLANTIC OWNER COUNTY MILEPOINT 5.33

NAME & FEATURE MAYS LANDING-SOMERS POINT ROAD OVER FACILITY MAYS LANDING-SOMERS POINT ROAD (CR 559)

INTERSECTED ENGLISH CREEK

TYPE PONY TRUSS DESIGN WARREN MATERIAL Steel

SPANS 1 LENGTH 53 ft WIDTH 30 ft

EGG HARBOR TOWNSHIP

CONSTRUCTION DT1914ALTERATION DT1972, 1991SOURCE COUNTY RECORDSDESIGNER/PATENTA. H. NELSON, COUNTY ENGINEERBUILDER JOHN E. KAHLE

SETTING /

TOWNSHIP

The bridge carries two lanes of traffic over a tidal creek in a broad tidal marsh near the Great Egg Harbor River. East of the bridge is the small 19th-century crossroads village of English Creek. The residential structures in the village have many modern alterations and additions.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The 1914 single-span 4-panel rivet-connected Warren pony truss has been significantly altered. In 1972 steel channels were welded to the lower chords and 16 timber piles driven to support the bridge. In 1991 intermediate piles were driven to independently support the floor beams, and masonry abutments reconstructed. The bridge no longer effectively functions as a truss and lacks integrity. It is not historically or technologically distinguished.

INFOR MATION

SOURCES: Atlantic County. Bridge Cards and Plans. 1914-1991.

PHYSICAL DESCRIPTION:

The 1914 rivet-connected steel Warren pony truss measuring 52' span from end-bearing to bearing has been significantly altered and no longer functions as a truss. In 1972 welded steel channels were added to the lower chord which had seriously deteriorated. At the same time, steel stringers were replaced and the span supported with the addition of timber pile piers. In 1991 further repairs were made to the bridge by the addition of intermediate piles to support each end of the truss's three floor beams independent of the truss. Also in 1991 the masonry abutments were reconstructed with concrete.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE

The Warren pony truss is a highly altered, yet representative example of a common early-20th century bridge type. The Mays Landing-Somers Point Road bridge over English Creek was designed by county engineer Alexander H. Nelson, and constructed by local contractor John H. Kahle. It is one of three known surviving Warren pony truss highway bridges in Atlantic County, and it is the least well preserved. The Weymouth Road bridge (01HML22, Hamilton Township, 1920) over the Great Egg Harbor River is a better example of the bridge type. Due to alterations and the fact that it is a standardized design, the bridge is not historically or technologically distinguished.

PHOTO: 131:14-18 (04/92) REVISED BY (DATE): QUAD: Marmora



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 01EH029 CO ATLANTIC OWNER COUNTY MILEPOINT 3.5

NAME & FEATURE MAYS LANDING-SOMERS POINT ROAD OVER FACILITY MAYS LANDING-SOMERS POINT ROAD (CR 559)

INTERSECTED LAKES CREEK

TYPE STRINGER DESIGN ENCASED MATERIAL Steel

SPANS 1 LENGTH 32 ft WIDTH 30 ft

EGG HARBOR TOWNSHIP

CONSTRUCTION DT 1914 ALTERATION DT SOURCE PLAQUE

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER BUILDER JOHN E. KAHLE

SETTING / The bridge carries two-lanes of traffic across a small creek in a wetlands north of the 19th-century village of Scullville on the Great Egg CONTEXT Harbor River. South of the bridge are a number of 19th-century residential structures. The village does not appear to have enough

architectural integrity to qualify as a historic district.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The encased steel stringer bridge has a concrete substructure and pipe railings. Beam guide rails have been added. Builder John E.

Kahle was a local contractor who constructed several short-span bridges in Atlantic County in the 1910s. The bridge is not historically or

technologically distinguished.

INFOR MATION

TOWNSHIP

PHOTO: 131:19-20 (04/92) REVISED BY (DATE): QUAD: Marmora



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 01EHC06 CO ATLANTIC OWNER COUNTY **MILEPOINT** 0.62

NAME & FEATURE CLARKS LANDING ROAD (CR 624) OVER UNION FACILITY CLARKS LANDING ROAD (CR 624)

INTERSECTED CREEK

EGG HARBOR CITY **TOWNSHIP**

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

LENGTH 28 ft WIDTH 30 ft #SPANS 1

CONSTRUCTION DT 1938 **ALTERATION DT** SOURCE COUNTY RECORDS

DESIGNER/PATENT UNKNOWN BUILDER KOLYN CONSTRUCTION CO

The bridge carries two lanes of traffic over a tidal creek in the Pine Barrens near the Mullica River. The surrounding area is wooded and SETTING /

CONTEXT undeveloped.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible. CONSULT DOCUMENTS SHPO Letter 6/30/95

The single-span encased steel stringer bridge has a concrete substructure, concrete balustrades, and paneled fascia stringers. The SUMMARY

bridge was built in 1938 as a New Deal works project; Kolyn Construction Company provided the equipment, materials, and supervision, and the county WPA forces provided the labor. The bridge is a common bridge type in New Jersey. It is not historically or technologically

distinguished.

INFOR MATION

> PHOTO: 410:19-20 (04/92) REVISED BY (DATE): QUAD: Green Bank



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 01EHC08 ATLANTIC COUNTY OWNER MILEPOINT 19.52

NAME & FEATURE EGG HARBOR-GREEN BANK ROAD OVER INDIAN FACILITY EGG HARBOR-GREEN BANK ROAD (CR 563)

INTERSECTED CABIN CREEK

EGG HARBOR CITY

TYPE STRINGER **DESIGN** ENCASED MATERIAL Steel

#SPANS 1 LENGTH 27 ft WIDTH 30 ft

CONSTRUCTION DT 1919 **ALTERATION DT** 1941 SOURCE PLAQUE

DESIGNER/PATENT A. H. NELSON **BUILDER GEORGE HANSELMAN**

The bridge carries two lanes of traffic over the reservoir at Egg Harbor City Park, a municipal recreation area with lakefront beach and SETTING / CONTEXT picnic area. The bridge crosses the northern portion of the lake. Except for the park, the surrounding area is sparsely developed Pine

Barrens with a scattering of 20th-century residential structures.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible. CONSULT DOCUMENTS SHPO Letter 6/30/95

The single-span encased steel stringer bridge has a concrete substructure and pipe railings. It is similar in design to at least 8 other SUMMARY encased steel stringer bridges built in the county from 1914 to 1931. In 1941 the WPA added a 5' timber stringer sidewalk to the

downstream side of the bridge. Builder George Hanselman was a local contractor who constructed at least 6 other similar bridges in the

county. The bridge is not historically or technologically distinguished.

INFOR MATION

TOWNSHIP

REVISED BY (DATE): QUAD: Green Bank PHOTO: 410:13-14 (04/92)





STRUCTURE # 01EHC10 CO ATLANTIC OWNER COUNTY MILEPOINT 0.0

NAME & FEATURE INDIAN CABIN ROAD OVER UNION CREEK FACILITY INDIAN CABIN ROAD

INTERSECTED

TOWNSHIP EGG HARBOR CITY

TYPE STRINGER DESIGN MATERIAL Steel

SPANS 1 **LENGTH** 25 ft **WIDTH** 20 ft

CONSTRUCTION DT1936ALTERATION DT1981SOURCE COUNTY RECORDSDESIGNER/PATENTA. H. NELSON, COUNTY ENGINEERBUILDER COUNTY WPA FORCES

SETTING / The bridge carries an unimproved road over a small creek in the Pine Barrens east of Egg Harbor City Park, a lakefront recreation area.

CONTEXT The surrounding area is wooded and undeveloped.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span steel stringer bridge has timber pile abutments and timber deck. In 1981 the bridge was reconstructed with new substructure and deck. Beam guide rails were added. Steel stringers are a common bridge type, and the bridge is not historically or

technologically distinguished. Several bridges in the county were built as Depression-era relief programs.

INFOR MATION

PHOTO: 410:17-18 (04/92) REVISED BY (DATE): QUAD: Green Bank





STRUCTURE # 01EHC17 ATLANTIC OWNER COUNTY **MILEPOINT**

FACILITY LONDON AVENUE NAME & FEATURE LONDON AVENUE OVER LANDING CREEK

INTERSECTED

FGG HARBOR CITY TOWNSHIP

TYPE STRINGER **DESIGN MATERIAL** Steel

LENGTH 23 ft WIDTH 26 ft #SPANS 1

CONSTRUCTION DT 1906 **ALTERATION DT** 1941 SOURCE COUNTY RECORDS **DESIGNER/PATENT UNKNOWN BUILDER JOSEPH C. BROWN**

SETTING / CONTEXT The two-lane bridge is located in Egg Harbor City Park. On either side of the bridge are separately supported sidewalks: one a concrete slab and the other a timber stringer. Downstream the small creek feeds into the ruins of what appears to have been a serpentine water garden. West of the bridge is the municipal building (c.1970), playing fields, and an octagon-shaped frame building with cupola (c.1930) that is currently used for storage.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No Not Individually Eligible.

CONSULT STATUS CONSULT DOCUMENTS SHPO Letter 6/30/95

The single-span bridge is a steel stringer with concrete deck, pipe railings, and stone abutments. The pipe railing is terminated at each SUMMARY corner of the bridge by masonry parapet walls and posts. The bridge's ornamental stone work is in setting with the city park, but the park

itself has too many modern intrusions and alterations to merit historic district status. Of itself, the bridge is not historically or

technologically noteworthy.

INFOR MATION

> PHOTO: 412:11-12 (05/92) REVISED BY (DATE): QUAD: Egg Harbor City





STRUCTURE # 01EHC39 CO ATLANTIC OWNER COUNTY MILEPOINT 0.0

NAME & FEATURE INDIAN CABIN ROAD OVER INDIAN CABIN CREEK FACILITY INDIAN CABIN ROAD

INTERSECTED

TOWNSHIP EGG HARBOR CITY

TYPE STRINGER DESIGN MATERIAL Steel

SPANS 1 **LENGTH** 27 ft **WIDTH** 30.3 ft

CONSTRUCTION DT 1941 ALTERATION DT 1970ca SOURCE COUNTY RECORDS

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER BUILDER EGG HARBOR CITY WPA CREW

SETTING / The bridge carries two-lanes of an unimproved road over Indian Cabin Creek downstream from the dam and spillway that create Egg CONTEXT Harbor City Lake, a municipal park with picnic areas and beach. The bridge is located in the Pine Barrens, and the surrounding area is

wooded.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span steel stringer bridge has timber pile abutments, timber deck, and exterior timber nailers to support beam guide rails. The

bridge was constructed in 1941 but substantially rebuilt in c.1970. Steel stringers are a common bridge type, and the bridge is not

historically or technologically distinguished.

INFOR MATION

PHOTO: 410:15-16 (04/92) REVISED BY (DATE): QUAD: Green Bank





STRUCTURE # 01H0012 CO ATLANTIC OWNER COUNTY MILEPOINT 3.05

NAME & FEATURE ATSION ROAD OVER GREAT SWAMP BRANCH FACILITY ATSION ROAD

INTERSECTED

TOWNSHIP HAMMONTON TOWN

TYPE SLAB DESIGN MATERIAL Reinforced

SPANS 1 LENGTH 24 ft WIDTH 23 ft

Concrete

CONSTRUCTION DT1911ALTERATION DTSOURCE COUNTY RECORDSDESIGNER/PATENTE. D. RIGHTMIRE, CO. ENG.BUILDER GEORGE HANSELMAN

SETTING / The bridge carries 2-lanes of traffic over a small creek in Wharton State Forest. The surrounding area in the Pine Barrens is wooded and

CONTEXT undeveloped.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span concrete slab bridge has ashlar abutments and pipe railings. Beam guide rails have been added. It was constructed in

1911 by George Hanselman, a local contractor. It is located on what was historically the main road to Trenton. The bridge is not a

particularly early or technologically distinguished example of concrete slab construction.

INFOR MATION

PHOTO: 409:24a-25a (04/92) REVISED BY (DATE): QUAD: Hammonton





STRUCTURE# 01HML22 CO ATLANTIC OWNER COUNTY MILEPOINT 20.53

NAME & FEATURE WEYMOUTH ROAD (CR 559) OVER GREAT EGG FACILITY WEYMOUTH ROAD (CR 559)

INTERSECTED HARBOR RIVER

HAMILTON TOWNSHIP

TYPE PONY TRUSS DESIGN WARREN MATERIAL Steel

SPANS 1 **LENGTH** 46 ft **WIDTH** 18.6 ft

CONSTRUCTION DT1920ALTERATION DTSOURCE COUNTY RECORDSDESIGNER/PATENTA. H. NELSON, COUNTY ENGINEERBUILDER HENRY S. KRAUS

SETTING /

TOWNSHIP

The bridge carries two lanes of traffic over the Great Egg Harbor River next to Weymouth County Park. The park is located at the ruins of an early 19th-century iron furnace that ceased operations in 1862. The bridge is located north of the intersection of Weymouth Road and US 322. The area around the bridge and park is moderately developed with 20th-century residences.

1995 SURVEY RECOMMENDATION Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The 4-panel, rivet-connected Warren pony truss bridge a well-preserved example of an increasingly rare metal truss bridge technology in South Jersey. The bridge was built on standard specifications by a local contractor based upon designs approved by the county engineer. It is not within the historical period of significance of the adjacent iron furnace, but stands on its own as a rare representative example of a regionally important engineering achievement.

INFOR MATION

Bibliography:

Atlantic County. County Engineers Office. Bridge Cards and Plans, 1920.

New Jersey Department of Transportation. Bureau of Environmental Analysis. "Cultural Resources Survey for Weymouth Road and Bridge (Route 559)." 1983.

Physical Description: The 4-panel riveted Warren pony truss is 44'-long (c/c from end bearings) and is 7'3" high. The bridge is composed of rolled steel sections. The end posts and top chords are built-up box beams, and the diagonals, verticals, and lower chords are angles with battens. The floor beams are I-beams attached at the lower chord panel points by gusset plates and riveted connections. The stringers are also I-beams inset into the floor beams with riveted stiffeners. The deck is wood plank with at least one layer of asphalt. The bridge has lower lateral tie rods. The abutments and wing walls are concrete. The bridge has a maker's plaque reading, "Atlantic County, 1920. Henry S. Kraus, Contractor."

Historical and Technological Significance: The Warren pony truss bridge (1920) is one of the best preserved metal truss bridges in southern New Jersey. It is eligible under National Register Criterion C. In Atlantic County only two other metal truss bridges, exclusive of movable spans, are known to survive: Eighth Street over Hospitality Brook (01BV007, Folsom Borough, c.1910), and Mays Landing-Somers Point Road over English Creek (01EH021, Egg Harbor Township, 1914). The latter is significantly altered. No metal truss highway bridges, are known to survive in neighboring Cumberland, Gloucester, Ocean and Salem Counties. In Cape May only one metal truss bridge survives (0500019, Marshallville Road over Mill Creek, Upper Township, 1901) Metal truss bridges were never as numerous in South Jersey as in the northern part of the state, yet they played a significant role in the improvement of local highways in the late-19th and early-20th century.

In Atlantic County at least 6 other Warren pony truss bridges similar to the Weymouth Road bridge are known to have been built in the first two decades of the 20th century. Like the Weymouth Road bridge, they followed a standardized Warren pony truss design prepared by the county engineer, and were usually constructed by local contractors. The Weymouth Road bridge is built upon plans prepared by county engineer Alexander H. Nelson and was constructed by Henry S. Kraus.

The county park adjacent to the bridge is on the site of the Weymouth Iron Furnace that operated from the early 19th century to 1862. From 1862 to 1887 the site was operated as a paper mill, but this too closed due to lack of financial success. The current bridge, while on the site of earlier bridges, is not historically associated with the development of the industrial site, and belongs to a period of road improvements that post-date the iron industry in South Jersey.

A 1983 NJDOT Bureau of Environmental Analysis report recommends that the Weymouth Road bridge be considered ineligible for inclusion in the National Register because it is a standardized design. If the bridge were located in a region with more numerous surviving trusses the ineligible status might be warranted, but given that the bridge is one of the only extant example of its type in southern New Jersey, eligible status is recommended.

Boundary Description and Justification: The bridge is individually eligible, in and of itself, including the superstructure, substructure, and right-of-way over the river.

PHOTO: 408:17-20 (04/92) REVISED BY (DATE): QUAD: Newtonville





01HML25 CO ATLANTIC STRUCTURE # **OWNER** COUNTY **MILEPOINT** 19.62

NAME & FEATURE WEYMOUTH ROAD (CR 559) OVER DEEP RUN FACILITY WEYMOUTH ROAD (CR 559)

INTERSECTED

HAMILTON TOWNSHIP **TOWNSHIP**

TYPE STRINGER **DESIGN ENCASED** MATERIAL Steel

WIDTH 30 ft #SPANS 1 LENGTH 34 ft

CONSTRUCTION DT 1924 **ALTERATION DT** SOURCE PLAQUE

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER **BUILDER GEORGE HANSELMAN**

The bridge carries two-lanes of traffic over a small creek in the Pine Barrens. The surrounding area is sparsely developed with wooded

lots and a scattering of 19th- and 20th-century residential structures.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible. CONSULT DOCUMENTS SHPO Letter 6/30/95

The single-span encased steel stringer bridge has a concrete substructure and pipe railing. It is a representative example of at least 8 SUMMARY other similar bridges built in the county from 1914 to 1931. The bridge has significant spalling and deterioration to the encasement. Beam

guide rails have been added. Builder George Hanselman was a local contractor who constructed several similar bridges in Atlantic

County. The bridge is not historically or technologically distinguished.

INFOR MATION

> PHOTO: 408:21-22 (04/92) REVISED BY (DATE): QUAD: Newtonville

NJDOT updated data 03-01-2001.





STRUCTURE # 01HML35 CO ATLANTIC OWNER COUNTY MILEPOINT 0.0

NAME & FEATURE OLD EGG HARBOR ROAD OVER BABCOCK CREEK FACILITY OLD EGG HARBOR ROAD

INTERSECTED

INFOR

TOWNSHIP HAMILTON TOWNSHIP

TYPE STRINGER DESIGN MATERIAL Wood

SPANS 2 LENGTH 24 ft WIDTH 24 ft

CONSTRUCTION DT 1944 ALTERATION DT 1971, 1976 SOURCE COUNTY RECORDS

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER BUILDER COUNTY BRIDGE MAINTENANCE

SETTING / The bridge carries a two-lane road over a small creek in the Pine Barrens east of the village of Mays Landing. South of the bridge is a **CONTEXT** community recreation area with baseball fields. The area to the north is sparsely developed.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The 2-span timber stringer bridge has timber pile substructure and timber deck. In 1971 the bridge was redecked and in 1976 the stringers were replaced and the bridge redecked again. Beam guide rails have been added. The bridge is 1 of at least 8 similar timber

stringer bridges in the county originally constructed from 1936 to 1947, but since materially rebuilt, according to county records. The bridge is not historically or technologically distinguished.

bridge is not historically of technologically distinguished.

MATION

PHOTO: 407:27-28 (04/92) REVISED BY (DATE): QUAD: Mays Landing





NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 01HML37 CO ATLANTIC OWNER COUNTY MILEPOINT 13.98
NAME & FEATURE MAYS LANDING-SOMERS POINT ROAD OVER FACILITY MAYS LANDING-SOMERS POINT ROAD (CR 559)

INTERSECTED BABCOCK CREEK

TOWNSHIP HAMILTON TOWNSHIP

TYPE STRINGER DESIGN ENCASED MATERIAL Steel

SPANS 1 LENGTH 56 ft WIDTH 30 ft

CONSTRUCTION DT1941ALTERATION DTSOURCE COUNTY RECORDSDESIGNER/PATENTA. H. NELSON, COUNTY ENGINEERBUILDER COUNTY WPA CREW

SETTING / CONTEXT

The two-lane bridge is located at the eastern end of A. C. Gaskill city park in Mays Landing. The park is an open green space with gazebo, marina, and playground on the Egg Harbor River near its confluence with Babcock Creek. The bridge is located within the boundaries of the Mays Landing Historic District, and the surrounding area has numerous 19th- and early-20th century residential and commercial structures. Just upstream from the bridge is the US 40 crossing of Babcock Creek.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible. Listed. Mays Landing Historic District. 08/20/1990. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1941 encased steel stringer bridge has pipe railings, paneled fascias and a concrete substructure. Although located within the Mays

Landing Historic District, the bridge falls outside the district's period of significance (1837-1935). Encased steel stringer bridges are a

common 20th-century bridge type, and the bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 407:18-20 (04/92) REVISED BY (DATE): QUAD: Mays Landing



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 01HML40 CO ATLANTIC OWNER COUNTY MILEPOINT 12.13

NAME & FEATURE MAYS LANDING-SOMERS POINT ROAD OVER FACILITY MAYS LANDING-SOMERS POINT ROAD

INTERSECTED GRAVELY RUN

HAMILTON TOWNSHIP

TYPE STRINGER DESIGN ENCASED MATERIAL Steel

SPANS 1 LENGTH 24 ft WIDTH 30 ft

CONSTRUCTION DT 1914 ALTERATION DT SOURCE PLAQUE

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER BUILDER JOHN E. KAHLE

SETTING / The bridge carries two lanes of traffic over a small creek in a sparsely developed area of the Pine Barrens. The surrounding area is **CONTEXT** wooded with a few scattered 19th- and 20th-century residences.

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1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased steel stringer bridge has a concrete substructure and pipe railings. It is similar to at least 8 other surviving encased steel stringer bridges built in the county from 1914 to 1931. The bridge is spalling and has concrete repairs to the encasements.

encased steel stringer bridges built in the county from 1914 to 1931. The bridge is spalling and has concrete repairs to the encasements. Beam quide rails have been added. Builder John E. Kahle was a local contractor who built several short-span bridges in the county. The

bridge is not historically or technologically distinguished.

INFOR MATION

TOWNSHIP

PHOTO: 407:25-26 (04/92) REVISED BY (DATE): QUAD: Mays Landing





STRUCTURE # CO ATLANTIC OWNER COUNTY 01HML54 **MILEPOINT** 14.78

NAME & FEATURE MILL STREET (CR 559) OVER GREAT EGG FACILITY MILL STREET (CR 559)

INTERSECTED HARBOR RIVER

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

WIDTH 30 ft # **SPANS** 3 LENGTH 101 ft

CONSTRUCTION DT 1940 **ALTERATION DT** SOURCE COUNTY RECORDS **DESIGNER/PATENT** A. H. NELSON, COUNTY ENGINEER **BUILDER** COUNTY WPA CREW

SETTING / CONTEXT

The bridge carries two-lanes of traffic and two sidewalks over the Great Egg Harbor River. Upstream is the concrete dam (c.1920) that creates Lenape Lake north of Mays Landing. The bridge is within the boundaries of the Mays Landing Historic District, and is opposite the 19th and early-20th century brick factory complex that was once the cotton mill, but is now owned by Wheaton Plastic Containers.

1995 SURVEY RECOMMENDATION Not Eligible

HAMILTON TOWNSHIP

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible. Listed. Mays Landing Historic District. 08/20/1990. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

TOWNSHIP

The 3-span encased steel stringer bridge has pipe railings, a concrete substructure, and paneled arch concrete fascias with decorative keystones. In 1940 it was built as a WPA project. It is not within the period of significance of the Mays Landing Historic District (1837-1935). Steel stringers are a common bridge type, and the bridge is not historically or technologically distinguished.

INFOR MATION

> REVISED BY (DATE): PHOTO: 413:43-44 (06/92) QUAD: Mays Landing



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 01HML58 CO ATLANTIC OWNER COUNTY MILEPOINT 0.0

NAME & FEATURE RIVER AVENUE OVER SOUTH RIVER FACILITY RIVER AVENUE

INTERSECTED

TOWNSHIP HAMILTON TOWNSHIP

TYPE STRINGER DESIGN MATERIAL Wood

SPANS 2 **LENGTH** 32 ft **WIDTH** 32 ft

CONSTRUCTION DT1939ALTERATION DT1977SOURCE COUNTY RECORDSDESIGNER/PATENTA. H. NELSON, COUNTY ENGINEERBUILDER COUNTY WPA CREW

SETTING / The two-lane bridge spans a small creek in the Pine Barrens. The surrounding area is sparsely developed with wooded lots and a

CONTEXT scattering of late-19th and 20th-century homes.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span timber stringer bridge has timber pile substructure and timber deck. In 1977 the bridge was substantially reconstructed. Beam

guide rails have been added. The bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 408:23-24 (04/92) REVISED BY (DATE): QUAD: Dorothy



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # CO ATLANTIC 01M0001 OWNER COUNTY MILEPOINT NAME & FEATURE FGG HARBOR-GREEN BANK ROAD OVER FACILITY EGG HARBOR-GREEN BANK ROAD (CR 563)

INTERSECTED MULLICA RIVER

MULLICA TOWNSHIP **TOWNSHIP**

TYPE SINGLE LEAF BASCULE **DESIGN STRAUSS OVERHEAD MATERIAL** Steel

SPANS 17 LENGTH 234 ft WIDTH 20 ft

CONSTRUCTION DT 1926 **ALTERATION DT** 1950s SOURCE COUNTY RECORDS

DESIGNER/PATENT A. H. NELSON/STRAUSS BASCULE **BUILDER RANCOCAS CONSTRUCTION CO**

SETTING / CONTEXT

The bridge carries two lanes of traffic over the Mullica River between Atlantic and Burlington Counties. The southern bank of the river is undeveloped wetlands. The northern bank is the village of Green Bank (c.1780-1930). The village is not well preserved, and it does not

have the integrity to be a National Register district.

1995 SURVEY RECOMMENDATION Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Individually Eligible. Mullica River Chestnut Neck NJ Register Listed 10/01/1976. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

The single-leaf Strauss overhead bascule bridge has 16 timber stringer approach spans and bulkheaded causeway. Original plans for the SUMMARY

bridge reveal that it retains its overall integrity of design, although some minor alterations have been made to the railings, operating mechanism, locking mechanism, and substructure (c.1950). The bridge opens to navigation and is tended by an operator. It is significant both for its engineering and for its contribution to the historic character of Green Bank. The village is too altered to be a potential historic

INFOR MATION

> PHOTO: 410:21-24 (04/92 JPH (5/96)) REVISED BY (DATE): QUAD: Green Bank



NEW JERSEY HISTORIC BRIDGE DATA

ATLANTIC STRUCTURE # 01M0002 OWNER COUNTY MILEPOINT NAME & FEATURE EGG HARBOR ROAD OVER BACK CHANNEL OF FACILITY EGG HARBOR-GREEN BANK ROAD (CR 563)

INTERSECTED MULLICA RIVER

TOWNSHIP MULLICA TOWNSHIP

TYPE STRINGER **DESIGN** MATERIAL Wood

#SPANS 2 LENGTH 23 ft WIDTH 29 ft

CONSTRUCTION DT 1926 **ALTERATION DT** SOURCE COUNTY RECORDS

DESIGNER/PATENT A. H. NELSON **BUILDER RANCOCAS CONSTRUCTION CO**

Strauss overhead bascule bridge. The southern bank of the river is undeveloped wetlands. The northern bank is the village of Green Bank CONTEXT

(c.1780-1930). The village is not well preserved, and it does not have the integrity to be a National Register district.

The bridge carries two lanes of traffic over a back channel of the Mullica River on the southern causeway leading to the Green Bank

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Individually Eligible. Mullica River Chestnut Neck NJ Register Listed 10/01/1976. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

The 2-span timber stringer bridge has a timber pile substructure and wood railings. Although repair records have not been located, the SUMMARY bridge has been rebuilt. It is a common bridge type, and is not historically or technologically distinguished. It does not make a significant

contribution to the historic integrity of the Green Bank Strauss bascule bridge (01M0001).

INFOR MATION

SETTING /

PHOTO: 412:13-14 (04/92 JPH (5/96)) REVISED BY (DATE): QUAD: Green Bank





STRUCTURE # CO ATLANTIC OWNER COUNTY 01M0017 MILEPOINT 10.51 FACILITY ELWOOD PLEASANT MILLS ROAD (CR 623) NAME & FEATURE FI WOOD-PI FASANT MILLS ROAD OVER

INTERSECTED HAMMONTON CREEK

MULLICA TOWNSHIP **TOWNSHIP**

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

WIDTH 30 ft #SPANS 1 LENGTH 28 ft

CONSTRUCTION DT 1936 **ALTERATION DT** SOURCE COUNTY RECORDS **BUILDER** COUNTY WPA CREW **DESIGNER/PATENT** A. H. NELSON, COUNTY ENGINEER

SETTING / CONTEXT The two-lane bridge spans the concrete spillway from Nescochague Lake at the village of Pleasant Mills. Next to the bridge is a 19thcentury mill building converted to a residential structure, and the Eliiah Clark Mansion (c.1762) as indicated by a historic marker. Pleasant Mills is a 19th-century industrial site across the Mullica River from the state's Batsto Historic Village, another early industrial site. Pleasant

Mills appears to have historic district potential.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

Not Individually Eligible. Agreed Potential Historic District. Noncontributing. **CONSULT STATUS**

SHPO Letter 6/30/95 CONSULT DOCUMENTS

The 1936 encased steel stringer bridge has a concrete substructure and balustrades. The bridge is a representative example of a

common 1930s bridge type and does not fall within the period of significance of the potential Pleasant Mills historic district (c.1760-1900).

The bridge is not historically or technologically distinguished.

INFOR MATION

> REVISED BY (DATE): PHOTO: 410:10-12 (04/92) QUAD: Atsion

NJDOT updated data 03-01-2001.

NEW JERSEY HISTORIC BRIDGE DATA



STRUCTURE # 01M0019 CO ATLANTIC OWNER COUNTY MILEPOINT NAME & FEATURE CR 542 OVER PLEASANT MILLS CANAL FACILITY CR 542 (HAMMONTON-PLEASANT MILLS ROAD)

INTERSECTED

MULLICA TOWNSHIP TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED MATERIAL Steel

LENGTH 31 ft **WIDTH** 31.5 ft #SPANS 1

CONSTRUCTION DT 1925 **ALTERATION DT** SOURCE PLAQUE

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER **BUILDER GEORGE HANSELMAN**

SETTING / CONTEXT The bridge carries two-lanes of traffic over a canal at Pleasant Mills, a former industrial site with 19th-century mill that has been converted to a residential structure. The bridge is located in the Pine Barrens across the Mullica River from the state's Batsto Historic Village, an industrial site and iron foundry active in the 18th- and 19th-centuries. Near the bridge is a cemetery and wood-frame church dated c.1808. Pleasant Mills appears to have historic district potential.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

Not Individually Eligible. Agreed Potential Historic District. Noncontributing. **CONSULT STATUS**

SHPO Letter 6/30/95 CONSULT DOCUMENTS

The single span encased steel stringer bridge has pipe railings and a concrete substructure with stepped wing walls. It is similar to at least 8 other encased steel stringer bridges built in the county from 1914 to 1931. Beam guide rails have been added. Although the bridge lies within a potential historic district, the bridge is outside of the district's late-18th and 19th-century period of significance. The bridge is not historically or technologically distinguished.

INFOR MATION

> REVISED BY (DATE): QUAD: Atsion PHOTO: 410:6-7 (04/25)





STRUCTURE # 01M0022 CO ATLANTIC OWNER COUNTY MILEPOINT 0.0

NAME & FEATURE JACKSON ROAD OVER HAMMONTON CREEK FACILITY JACKSON ROAD

INTERSECTED

TOWNSHIP MULLICA TOWNSHIP

TYPE STRINGER DESIGN MATERIAL Wood

SPANS 2 LENGTH 26 ft WIDTH 24 ft

CONSTRUCTION DT1936ALTERATION DT1970-80sSOURCE COUNTY RECORDSDESIGNER/PATENTA. H. NELSON, COUNTY ENGINEERBUILDER COUNTY WPA FORCES

SETTING / The bridge carries two lanes of traffic over a small creek near the village of Pleasant Mills. The surrounding area is rural with wooded lots,

CONTEXT fields, and scattered 19th- and 20th-century residences.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible. Agreed Potential Historic District. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span timber stringer bridge has timber pile substructure and timber deck. Although no repair records have been located, many

bridge members have been replaced and the bridge has been materially reconstructed (c.1970-80s). Beam guide rails have been added.

The bridge is a common type and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 410:4-5 (04/92) REVISED BY (DATE): QUAD: Atsion



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # CO ATLANTIC OWNER COUNTY 01M0030 MILEPOINT

FACILITY ATSION-PLEASANT MILLS ROAD NAME & FEATURE ATSION-PLEASANT MILLS ROAD OVER

INTERSECTED NESCOCHAGUE CREEK

MULLICA TOWNSHIP TOWNSHIP

TYPE STRINGER **DESIGN** MATERIAL Wood

#SPANS 4 LENGTH 43 ft WIDTH 23 ft

CONSTRUCTION DT 1943 **ALTERATION DT** 1970ca SOURCE COUNTY RECORDS

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER **BUILDER COUNTY BRIDGE MAINTENANCE**

CONTEXT

The 2-lane bridge carries an unimproved road over a creek at the border of Wharton State Forest. The bridge is located at the village of Pleasant Mills on the Mullica River opposite the state's Batsto Historic Village, a 18th and 19th-century industrial site. Next to the bridge is

a cemetery and an 1808 wood-frame United Methodist Church. Pleasant Mills appears to have historic district potential.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible. CONSULT DOCUMENTS SHPO Letter 6/30/95

The 4-span timber stringer bridge has timber pile substructure, timber deck and wood railings. Although no repair records could be SUMMARY

located, the bridge has probably been substantially rebuilt (c.1970) at least once. Although located in a potential historic district, the 1943 bridge does not match the village's late 18th and 19th century period of significance. It is a common bridge type, and is not historically or

technologically significant.

INFOR MATION

SETTING /

REVISED BY (DATE): QUAD: Atsion PHOTO: 410:8-9 (04/92)





STRUCTURE # 01M0038 ATLANTIC CO **OWNER** COUNTY **MILEPOINT**

NAME & FEATURE SIXTH STREET OVER HAMMONTON CREEK **FACILITY** SIXTH STREET

INTERSECTED

MULLICA TOWNSHIP TOWNSHIP

TYPE STRINGER **DESIGN** MATERIAL Wood

LENGTH 22 ft WIDTH 24 ft #SPANS 2

CONSTRUCTION DT 1940 **ALTERATION DT** 1990ca SOURCE COUNTY RECORDS **DESIGNER/PATENT** A. H. NELSON, COUNTY ENGINEER **BUILDER COUNTY WPA FORCES**

The bridge carries two-lanes of traffic over a small creek in the Pine Barrens. Sixth Street is a dirt road near the village of Nesco. The SETTING / CONTEXT surrounding area is sparsely developed with some 19th- and 20th century residences and some farmers' fields.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible. CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span timber stringer bridge has timber pile substructure, timber deck and railing. The bridge has been substantially reconstructed with new material, and shows signs of recent replacement of railing, deck, and stringers (c.1990). It is a common bridge type, and is not

historically or technologically distinguished.

INFOR MATION

> REVISED BY (DATE): QUAD: Atsion PHOTO: 409:32a-33a (04/92)





01M0039 ATLANTIC OWNER COUNTY STRUCTURE # CO **MILEPOINT** 4.55

NAME & FEATURE COLUMBIA ROAD OVER HAMMONTON CREEK FACILITY COLUMBIA ROAD (CR 658)

INTERSECTED

MULLICA TOWNSHIP **TOWNSHIP**

TYPE STRINGER **DESIGN ENCASED** MATERIAL Steel

LENGTH 22 ft #SPANS 1 WIDTH 29 ft

CONSTRUCTION DT 1931 **ALTERATION DT** SOURCE PLAQUE

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER **BUILDER GEORGE HANSELMAN**

The bridge carries two-lanes of traffic over a small creek in the Pine Barrens. The bridge is located just before a sharp turn in the road. SETTING /

The surrounding area is sparsely developed with a scattering of 20th-century residences.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible. CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased steel stringer bridge has pipe railings and a concrete substructure. Beam guide rails have been added. It is a

common bridge type, and is not historically or technologically distinguished.

INFOR MATION

> REVISED BY (DATE): QUAD: Atsion PHOTO: 410:2-3 (04/92)

NJDOT updated data 03-01-2001.

NEW JERSEY HISTORIC BRIDGE DATA



CO ATLANTIC **OWNER** COUNTY STRUCTURE # 01PR007 MILEPOINT FACILITY SMITHVILLE-PORT REPUBLIC ROAD (CR 610) NAME & FEATURE SMITHVILLE-PORT REPUBLIC ROAD OVER

INTERSECTED NACOTE CREEK

TOWNSHIP PORT REPUBLIC CITY

TYPE SWING SPAN **DESIGN** CENTER BEARING MATERIAL Steel

WIDTH 19 ft **# SPANS** 24 LENGTH 399 ft

ALTERATION DT CONSTRUCTION DT SOURCE COUNTY RECORDS 1904 1952, 1985

DESIGNER/PATENT J. J. ALBERTSON **BUILDER NEW JERSEY BRIDGE COMPANY**

SETTING / CONTEXT The bridge carries two lanes of traffic over a broad reach of Nacote Creek in a coastal area of Atlantic County. The town of Port Republic City lies on the northern bank of Nacote Creek. The bridge and road form one of the boundaries of the Port Republic Historic District (c.1760-1946), which includes residential and commercial structures on both sides of the creek. The town's areas of historic significance include earlier water power sites and maritime commerce.

1995 SURVEY RECOMMENDATION Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

Individually Eligible. Listed. Port Republic Historic District. 05/16/1991. Contributing. **CONSULT STATUS**

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The bridge consists of a 7-panel Warren pony truss center-bearing swing span and 23 timber stringer approach spans. The truss is a rare example of a bridge fabricated by the New Jersey Bridge Co. of Manasquan, New Jersey, and although the approaches and substructure have been rebuilt, the truss itself retains its integrity. It is the only surviving example of a highway swing span in Atlantic County, and contributes to the historic character of the Port Republic Historic District (1760-1946).

INFOR MATION Bibliography:

Atlantic County. Division of Engineering. Bridge Plans and Records. 1904-1990.

Manasquan, New Jersey. Compiled by the Townfolk for the Diamond Jubilee under the Sponsorship of the Manasquan Chamber of

McMahon, William. Historic South Jersey Towns. Atlantic City Press, 1964. New Jersey Department of Transportation. Bridge Plans and Files. 1952-1991 Office of New Jersey Heritage. Port Republic Historic District Nomination. 1991.

Physical Description: The Smithville-Port Republic Road bridge is a 24 span bridge. The main span is a center-bearing Warren truss swing bridge. The approach spans, 11 to the north and 12 to the south, are timber stringers on timber piles. The manually-operated bridge may be opened to navigation with 8 hours notice to the county.

The movable span is a 7-panel riveted Warren with verticals pony truss composed of rolled steel members. The upper chords are built-up box beams with riveted cover plates, and the lower chords, diagonals, and verticals are angles with battens. The floor beams are built-up beams and the stringers I-beams. The bridge has a wood deck with asphalt surface. The bridge is opened to navigation manually by a capstan which engages the rack and pinion that moves the span. The swing span is center-bearing with a box-shaped system of girders with four balance wheels over the center pier. The swing span's end bearings rest on stone piers capped by concrete risers. The center pivot pier is an approximately 20' diameter concrete filled metal shell. A beam guide rail has been added to the truss.

The approach spans are timber stringers resting on cross braced timber pile bents. The approach spans have beam guide rails. No significant repairs have been made to the superstructure of the swing span, however, it is in an increasingly deteriorated condition with rusting evident and with visible twisting of the vertical and diagonal members in the second panel in from the southwest and northeast corners of the truss. In 1952 the substructure of the main span was raised by concrete additions to provide greater navigational clearance. In 1985 the deck and some of the stringers were replaced due to damage from a heavy truck. The timber stringer approach spans have been rebuilt numerous times in the bridge's history. County records indicate that they were reconstructed in 1924, 1948, 1952, and 1976.

Historical and Technological Significance: The manually operable center-bearing Warren with verticals pony truss swing span bridge was built in 1904 and fabricated by the New Jersey Bridge Company of Manasquan, New Jersey. It is located within the Port Republic Historic District (1760-1946) but was not rated in the National Register nomination. It should be evaluated as a contributing structure representative of the town's historic orientation toward the water and the important role maritime commerce played in the economic development of the town. The district is eligible under Criterion A of the National Register. In addition to being within the historic district, the bridge is the only known surviving swing span highway bridge in Atlantic County, and is one of less than six documented bridges by the New Jersey Bridge Company, an in-state fabricator. The swing span truss has not been significantly altered although the approach spans and substructure have been repaired and reconstructed over the years. No original plans for the bridge have been located at the county engineer's office.

The New Jersey Bridge Company was founded at Manasquan in 1890, and it was active until 1907 when financial difficulties caused the company to close. Messrs. Wyckoop and Baly, formerly of the Canton Bridge Works of Ohio, established the bridge fabrication shops adjacent to the railroad tracks in Manasquan. They marketed their bridges nationally, and it is known that they produced spans for Grand Rapids, Michigan (1903 North Park Bridge, a Pratt thru truss) and Portland, Maine (1906-07 Vaughn Bridge, a large rivet-connected swing span). In New Jersey at least two other movable New Jersey Bridge Company bridges are known to survive: the 1905 New Bridge thru truss swing span over Alloways Creek in Salem County (1701399), and the 1903 riveted Warren pony truss swing span over Rancocas Creek in Burlington County (03C4004). Swing spans were a popular late 19th century movable bridge technology but lost favor in the early 20th century to bascule bridges that offered faster opening and closing times and improved channel clearances.

In 1989 the bridge was dedicated to Alton M. Bowen, a locally prominent citizen of Port Republic who served as Mayor and City Council President for over sixty years. A commemorative plaque mounted on a large boulder is situated at the bridge's southern approach.



NEW JERSEY HISTORIC BRIDGE DATA

Boundary Description and Justification: The bridge is within the defined boundaries of the Port Republic Historic District as delineated in the USGS Quad Map accompanying the district nomination. The bridge superstructure, substructure, and right-of-way over the river are contributing resources to the historic district and within the district's period of significance (1760-1946).

PHOTO: 411:20-25 (04/92) REVISED BY (DATE): QUAD: New Gretna





STRUCTURE # 01V0001 CO ATLANTIC **OWNER** COUNTY MILEPOINT

NAME & FEATURE FACILITY DORSET AVENUE (CR 629) DORSET AVENUE (CR 629) OVER INSIDE

INTERSECTED **THOROFARE**

VENTNOR CITY **TOWNSHIP**

TYPE DOUBLE LEAF BASCULE **DESIGN STRAUSS UNDERNEATH** MATERIAL Steel

SPANS 3 LENGTH 220 ft WIDTH 36 ft

CONSTRUCTION DT 1929 **ALTERATION DT** 1976, 1995 SOURCE COUNTY RECORDS

DESIGNER/PATENT A. H. NELSON/STRAUSS BASCULE **BUILDER EASTERN ENGINEERING CO.**

SETTING / CONTEXT

The bridge carries two lanes of traffic and two sidewalks over the Inside Thorofare boat channel between Chelsea Heights and Ventnor Heights in Ventnor City. The surrounding neighborhood contains many well-preserved examples of late-19th and early-20th century

domestic architecture, originally developed as summer beach homes for the upper class.

1995 SURVEY RECOMMENDATION Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) Yes

CONSULT STATUS Individually Eligible CONSULT DOCUMENTS SHPO Letter 03/12/01

The 1929 bridge has a double-leaf Strauss trunnion bascule main span and two haunched deck plate girder approach spans. The SUMMARY substructure is stone, and at each corner of the movable span are concrete houses originally designed as the operators' house, a storage

room, and 2 comfort stations. The Dorset Avenue bridge is an example of an increasingly rare movable bridge technology patented by the Strauss Bascule Bridge Company, and is eligible for listing in the National Register of Historic Places under Criterion C. Additionally, the

bridge contributes to the historic character of the surrounding neighborhood.

INFOR MATION

> PHOTO: 132:11,13-16 (04/92) REVISED BY (DATE): QUAD: Atlantic City



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 01W0027 CO ATLANTIC OWNER COUNTY MILEPOINT 5.85

NAME & FEATURE ELEVENTH AVENUE (CR 669) OVER SOUTH RIVER FACILITY ELEVENTH AVENUE (CR 669)

INTERSECTED

TOWNSHIP WEYMOUTH TOWNSHIP

TYPE STRINGER DESIGN MATERIAL Wood

SPANS 2 LENGTH 32 ft WIDTH 30 ft

CONSTRUCTION DT 1937 ALTERATION DT 1944 SOURCE COUNTY RECORDS

DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER BUILDER COUNTY BRIDGE MAINTENANCE

SETTING / The bridge carries 2-lanes of traffic over a small creek in a marshy area north of the 19th- and 20th-century village of Belcoville. The area

CONTEXT near the bridge is undeveloped.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span timber stringer bridge has a timber pile substructure and timber deck. Beam guide rails have been added. In 1944 the 1937 bridge was reconstructed. Since 1944 the bridge has been repaired several times. It is a common bridge type, and is not historically or

technologically distinguished.

INFOR MATION

PHOTO: 408:35-36 (04/92) REVISED BY (DATE): QUAD: Mays Landing





4700001 CO ATLANTIC **OWNER** PRIVATE STRUCTURE # **MILEPOINT** 0.88

NAME & FEATURE MILL ROAD (CR 563) OVER BEACH THOROFARE FACILITY MILL ROAD (CR 563)

INTERSECTED

MARGATE CITY **TOWNSHIP**

TYPE DOUBLE LEAF BASCULE **DESIGN STRAUSS UNDERNEATH MATERIAL** Steel

LENGTH 554 ft # **SPANS** 15 WIDTH 28 ft

CONSTRUCTION DT 1929-30 **ALTERATION DT** 1964 SOURCE PLAQUE

DESIGNER/PATENT STRAUSS BRIDGE COMPANY BUILDER SCHWEIRS CO. (NEW YORK)

SETTING / CONTEXT The bridge carries two lanes of traffic and a sidewalk over a navigable channel on the west side of Absecon Island. It is one of four bridges (4700001-4) connecting pumped-up islands on a causeway between Absecon Island and the mainland. The causeway was privately built,

and it remains privately operated. The current owners acquired it in 1964. This is the only movable span on the causeway.

1995 SURVEY RECOMMENDATION Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Individually Eligible CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The 88'-long double-leaf Strauss articulated underneath counterweight bridge is a well-preserved example of a popular early- and mid-20th century bridge type. It represents a patented design, and it is one of two double-leaf Strauss underneath counterweight bascules (01V0001) in Atlantic County. While the operating machinery has been updated and the east approach widened in 1964, the span retains integrity of design and ranks as a significant example of moveable bridge technology.

INFOR MATION

> REVISED BY (DATE): QUAD: Ocean City PHOTO: 132:2-10 (04/92)





STRUCTURE # 4700002 CO ATLANTIC OWNER PRIVATE MILEPOINT 1.45

NAME & FEATURE MILL ROAD (CR 563) OVER RISLEY CHANNEL FACILITY MILL ROAD (CR 563)

INTERSECTED

SETTING / CONTEXT

TOWNSHIP EGG HARBOR TOWNSHIP

TYPE STRINGER DESIGN MATERIAL Steel

SPANS 17 **LENGTH** 706 ft **WIDTH** 28 ft

CONSTRUCTION DT 1929-30 ALTERATION DT SOURCE NJDOT/R. HANSEN

DESIGNER/PATENT BUILDER SCHWEIRS CO. (NEW YORK)

The bridge carries two lanes over a tidal channel in the shallow water and salt marsh between Absecon Island and the mainland. It is one

of four bridges (4700001-4) that form part of a causeway between Northfield and Margate City on Absecon Island. When opened in 1930,

it was the fifth bridge to connect the island with the mainland.

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

1995 SURVEY RECOMMENDATION Not Eligible
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY

The 17-span bridge with a slight vertical profile is composed of steel stringers supported on concrete abutments and concrete piles with rolled-steel section caps. The outside portions of the concrete road deck are cantilevered. Modern beam guide rails have been placed inside the original pipe railings. The current owners purchased the private bridge in 1964. A representative example of a common bridge

type, the span is not historically or technologically distinguished.

INFOR MATION

PHOTO: 131:37 (04/92) REVISED BY (DATE): QUAD: Ocean City





STRUCTURE # 4700003 CO ATLANTIC OWNER PRIVATE MILEPOINT 1.85

NAME & FEATURE MILL ROAD (CR 563) OVER WHIRLPOOL CHANNEL FACILITY MILL ROAD (CR 563)

INTERSECTED

TOWNSHIP EGG HARBOR TOWNSHIP

TYPE STRINGER DESIGN MATERIAL Steel

SPANS 22 **LENGTH** 811 ft **WIDTH** 28 ft

CONSTRUCTION DT 1929-30 ALTERATION DT SOURCE NJDOT/R. HANSEN

DESIGNER/PATENT BUILDER SCHWIERS CO. (NEW YORK)

SETTING / The bridge carries two lanes of traffic over a tidal channel between Absecon Island and the mainland. It is one of four bridges (4700001-4) **CONTEXT** that form a causeway between Northfield and Margate City. When opened in 1930, the bridge was the fifth bridge then serving to carry

traffic over the tidal meadows to Absecon Island.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 22-span steel stringer bridge with a slight vertical profile is supported on concrete abutments and concrete piles with rolled I-beam caps. The edges of the roadway deck are cantilevered. Beam guide rails have been placed inside of original pipe railings. The bridge was

caps. The edges of the roadway deck are cantilevered. Beam guide rails have been placed inside of original pipe railings. The bridge wa built by the Schwiers Company for the Hill Dredging Company as a private toll bridge. The current owners purchased it in 1964. It is a

common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 131:35-36 (04/92) REVISED BY (DATE): QUAD: Ocean City





STRUCTURE # 4700004 CO ATLANTIC OWNER PRIVATE MILEPOINT 2.58

NAME & FEATURE MILL ROAD (CR 563) OVER DOCK THOROFARE FACILITY MILL ROAD (CR 563)

INTERSECTED

TOWNSHIP EGG HARBOR TOWNSHIP

TYPE STRINGER DESIGN MATERIAL Steel

SPANS 10 **LENGTH** 350 ft **WIDTH** 28 ft

CONSTRUCTION DT 1929 ALTERATION DT SOURCE NJDOT/R. HANSEN

DESIGNER/PATENT BUILDER SCHWIERS CO. (NEW YORK)

SETTING / The bridge carries two lanes of traffic over a tidal channel. It is one of four bridges (4700001-4) that are part of a causeway that connects Northfield on the mainland with Margate City on Absecon Island. When opened in 1930, the causeway was then the fifth roadway bridge

connecting Absecon Island with the mainland. Marinas are located on the west of mainland end of the bridge.

1995 SURVEY RECOMMENDATION Not Eligible HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The steel stringer bridge with a vertical profile is supported on concrete abutments and concrete piles with I-beam caps. Part of the concrete deck is cantilevered. Beam guide rails have been placed to the inside of original pipe railings. The private toll causeway was built

in 1929 by Schwiers Co. for the Hill Dredging Co. It was purchased by the present owners in 1964. A representative example of a

common bridge type, the span is not historically or technologically distinguished.

INFOR MATION

PHOTO: 131:31-34 (04/92) REVISED BY (DATE): QUAD: Ocean City